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C. A. Inglefield R.N.

THE
NAVAL MONITOR;

CONTAINING

MANY USEFUL HINTS

**FOR BOTH THE PUBLIC AND PRIVATE CONDUCT
OF THE YOUNG GENTLEMEN IN, OR ENTERING,
THAT PROFESSION, IN ALL ITS BRANCHES;**

IN THE COURSE OF WHICH,

**AND UNDER THE REMARKS ON GUNNERY, ARE
SOME OBSERVATIONS ON THE NAVAL
ACTIONS WITH AMERICA:**

ALSO,

**A PLAN FOR IMPROVING THE NAVAL SYSTEM,
AS FAR AS IT REGARDS THAT MOST USEFUL
SET OF PETTY OFFICERS,
THE MIDSHIPMEN,**

BY LIEUT. C. CLAXTON, R.N.

SECOND EDITION.

WITH

**A SHORT EPITOME
OF SUCH PARTS OF HIS NAUTICAL EXPERIENCE AS
ARE APPLICABLE TO, AND ILLUSTRATIVE OF,
THE OBJECTS OF THE PUBLICATION.**

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Gift of
Ernest B. Dane

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107

TO
VICE-ADMIRAL
SIR J. P. BERESFORD, BART., M.P.

AND
REAR-ADMIRAL
SIR THOMAS MASTERMAN HARDY,
BART., K.C.B.

THIS LITTLE WORK IS DEDICATED,

As a tribute of private esteem and long-trying friendship, and as a public compliment to the whole Naval Profession; to the Juniors of which, as they have successively sailed under their banners, their conduct has ever been remarkable for kindness, urbanity, and consideration.



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PREFACE.

IN the Introduction to this little work appears a short epitome of the author's naval experience, or of such parts of it as he has considered applicable to the various heads of instruction he has ventured to give, which indeed is his principal motive for such a daring procedure. Modesty and diffidence are said to be the surest signs of worth and merit. The author cannot lay claim to either the one or the other. It is for others to judge whether his dealing so largely in self is borne out by his principal motive. If he is not acquitted on this

score, he has yet another which may help him on. It is many years since he published his first edition, and he is compelled to publish the second without having the power of prefacing his name with any higher title than the one in which he originally wrote. He feels how much more weight would have been attached to a Naval Monitor had it been headed by the rank of Captain of His Majesty's Navy, as its author. Every body knows, since the peace, the mass of interest that has been necessary to attain promotion; and the author acknowledges with thanks much that was made for himself, at the same time that he regrets that it was not efficient. The circumstances which he has related respecting himself may in charity be admitted, and construed into an endeavour to give that weight to his Nautical Instructions which a more exalted rank in the service would of itself be sufficient to command. He has long, very long, ceased to covet that rank, which, in a war with other nations, would have had charms

that a long peace, and increasing years, have entirely robbed it of in his eyes.

He flatters himself his children, at any rate, will hereafter think, unsuccessful as he has been, that he was not undeserving. The youths for whom he has written may possibly find much that will apply to their different situations during their naval servitude; and, to assist them, he points out some of the various applications to them.

The capture of L'Impétueux may be applied, as conveying to them a lesson that, young as they may think themselves, there may arise events in which all their energies may be called into play; and that they should always consider well the circumstances attendant on any new position in which they are placed, and calculate beforehand all its bearings.

The Holkar Privateer offers a fine example of coolness and courage, and demonstrates how advantageous it will be found in our service

to be cool and collected under all circumstances.

Villa Franca and the boats may be found to bear upon the same points as the last-mentioned; with the addition, that no individual should hesitate in offering himself as a possible sacrifice under his commanding officer, if that officer is of opinion there is a chance of success attending the operations he is sent execute; and if he did not think so, he would never take upon himself the responsibility of sending him.

Chamusca, and crossing Lord Beresford, afford a proof that, on points of service, and of duty, you must rely upon yourself alone, where you have all the responsibility, credit, or blame. Had the author not had to do with a liberal, generous, noble-minded man, he had been in a serious scrape; for most assuredly, to all appearance, in that man's mind he was remiss in his duty.

Bill Simpson and Jawdy Widders is a di-

gression for which some apology may be due. The circumstances attendant upon the transaction are true, and the man did tell a story. The author must take the responsibility of the one he has promulgated, as a slight specimen of a gally-yarn, which he has related, to give better effect to the scene which did take place.

The author's capture is told with the view of pointing out that you are not to consider resistance useless under some circumstances where it may appear so. Had the author resisted, instead of tamely submitting, he feels confident success would have been the result.

The escape from the field-piece is mentioned with the intention of instructing you never to consider yourselves secure on an enemy's coast, no matter how extensive, or thinly peopled; and if it should unavoidably happen that any of you are similarly situated, never row directly for an offing, but take a slanting direction; for by the one you offer such a mark as only re-

quires a slight deviation in the elevation of the gun; by the other you oblige your adversary to point it anew every shot; to say nothing of raking from stem to stern.

Macedonian and Statira is a history well worthy your deepest consideration. The principal in that event took upon himself enormous responsibility and personal risk—all for the honour of Old England! May his example actuate you under similar circumstances, should any of you be so situated! And above all, never allow the successes of the Americans over vessels of half their size to damp your ardour in the event of another brush with them. Let those successes teach you prudence, and continue an example of the weakness of undervaluing any enemy; but ever believe, as this chief did, that no nation, upon any thing like equal terms, can compete with the gallant hearts of Britain.

The Albion's launch is principally told to let you know that the best thing that can be done with

frost-bitten limbs is to rub them with snow; although another point of importance may be eked out of the relation; to wit, many officers will thank you for volunteering to do what circumstances prevent them from ordering, as was the case on that day.

Baltimore and the attendant events are related with many views: as applicable to yourselves, to point out in the strongest possible colours the bad effects of allowing passion to get the better of reason in the face of an enemy, or any where else.

New Orleans. Who will venture to say the letter the author wrote to Lord Castlereagh had not something to do with that event? and if the attack had been successful, what might not have been the consequence?

The poison affair. Ever recollect that you war not against individuals. It is your nation that wars—nation against nation, and not man against man. Kind and generous acts to indi-

viduals who are enemies will redound to your credit with God and man.

The Norfolk election is related with the intention of pointing out the extreme hazard, even in the most trifling way, of dabbling in politics, where men's minds are as much excited as yours may be in fighting your country's battles. Party spirit, at any rate, in opposition, may be almost said to be inconsistent with your duty as an officer bearing the king's button. Whoever your gracious king places at the helm you ought to consider his representative.

The remaining relation of trifling events will be found necessary links in the chain. In the remarks upon gunnery, it will be right to remind you when they were written. I omitted to say, that if you have the heels of, and can out-manceuvre your enemy, and are in a ship with quarter-deck guns, endeavour to place her alongside in such a position as will render his quar-

ter-deck battery useless and your own effective. Lay your quarter abreast of his main-mast. You will then have a battery of two tier to his one, with the exception of two guns on the fore-castle.

In your conduct to your superiors, it should be observed, that the author does not presume to allude to the old and gallant officers whose experience, service and wisdom place them far above his observations ; but to those whose recent promotions, and want of experience and judgment, together with the intoxicating delirium attendant thereon, when they are scarcely out of their teens, cause them to view the service in mistaken colours, and to commit errors that maturer age would condemn.

There is a nice line, going beyond which would be palpable tyranny ; but within which a man may easily keep, and only practise untangible teasing, quite as destructive to comfort and happiness.

It is the author's wish to guard those young people, the sons of the great and powerful of the land, who are almost certain to be advanced in their earlier years, from adopting wrong ideas, and disgracing, instead of doing honour to, a profession on which their names shed a lustre, and in which it is expected they should ever hold high their heads among Britain's bravest and best.

The allusions to the comparative merits of the two services may not now be considered applicable ; but it should be recollected they were written about the time of expeditions and constant communication, and with a view of guarding the youths of the navy from being guided or biassed by such remarks as the author alludes to. The time may, we know not how soon, arrive, when the services may again be joined in protecting the honour of old England, when it is to be hoped they will do it as they have done—with a long pull, a strong pull, and a pull altogether.

E. A. Inglefield R. N.

NAVAL MONITOR.

INTRODUCTION.

IT is now twelve years since 700 copies of this little work issued from the press, and more than two thirds of that time since every copy was disposed of. Sir Thomas Hardy, with whom I served many years, having strongly recommended me to put forth another edition, and as I have long been in the habit of experiencing his kind partiality, and of knowing the sincerity and disinterestedness of his advice, I step forward at his beck with this the second edition, pruned of many of the defects of the first, and considerably altered, and I trust improved. Many were the misplaced words and inconsistencies in the first edition, which never ap-

peared in the manuscript, and for which I can blame no one. It was my fate to be actively employed, and I was compelled to leave the correcting the proof-sheets principally to the printer's management, on whose time I had no claim, and who, if he could have bestowed it solely on my work, must have occasionally been at a great loss from not understanding the nautical expressions occurring almost at every page, and who must have also met with great embarrassment from the wretchedness of my penmanship.

In the first edition I withheld my name, although I informed all my friends and acquaintances, both in and out of the service, of the publication being my own. What induced me to do so I hardly know; perhaps fear, perhaps modesty; I had consulted no one; I wrote from the dictates of my own heart and judgment; not a person ever saw the manuscript until Mr. Valpy received it. I was alarmed and nervous at appearing in print, timid on the score of my capabilities, at the same time vain of my youthful effort, and proud of my views and intentions.

At the time I determined to publish, I had worked my way from the bottom of the Admiralty list on the American station, to the top of the

same. Peace came. I was advised by my constant friend Sir Thomas not to go home, and naturally expected I should have been promoted. The ship I remained on board of (the *Nymphe*) followed my own ship (the *Ramilies*) in six months; no vacancy had occurred in America; and when my friends put forth my claim at home, on my arrival the answer was, "that the American promotion had taken place, and was finished." In fact, almost all who *were under me on the list* were commanders. Promotion at that time came not from the south, the east, or the west, but principally from the north.

I was aware that my language was the language of truth, and also how dangerous and impolitic it is for professional men, particularly subordinate ones, always to speak it. The fear that I might have said something that would mar my prospects in a profession I was enthusiastically fond of, operated not a little in inducing me to withhold my name. How time alters circumstances! Here I am still a lieutenant, to whom promotion to the rank of commander would now bring any thing but pleasure, unless indeed the grand step would be certain to follow in the shortest possible space of time; for, as a commander, I should be compelled by the rules

of the service, to give up my present mode of subsisting myself and my family.

I have since the first publication served my three years in a revenue cutter, to which class of vessels mine was the first naval appointment; this was some salve to my sores; her name was the Tartar, and while in her I caught a wife. I have since ruralised in Wales, and got children, sometimes one at a time, sometimes two; and am now compelled, and have been for six years, to buffet the Atlantic in a fast-sailing West Indiaman, to find bread for the mouths I have helped to make; where I have constantly before my eyes all the operations in navigating and manœuvring a ship, without any of the pride and pleasure attached to the same round of operations on board of his Majesty's, and without any of the stimulants to exertion, or exciting circumstances, which are perpetually occurring to officers of every rank on board a man-of-war, calling forth all their enthusiastic feelings, and giving a constant zest and relish to the whole profession; while every now and then a rumour of war stirs up all one's professional feelings, and occurrences such as Navarin, and promotions among one's old companions and friends of one's youth (which ought to give one plea-

sure and gratification),” are perpetually stirring up the bile, and adding to one’s mortified and humbled feelings, and proving the strong hold early ideas and associations maintain for ever on one’s mind.

Having said a good deal about myself, and feeling I am not likely to have my name handed down to posterity by feats of arms and deeds of glory, which once occupied my thoughts by day and my dreams by night; I don’t think I shall be much found fault with, if I give a little epitome of a naval life, fraught with incidents rather out of the common beat; full of circumstances and adventures, from which inferences may be drawn likely to add weight to my instructions to the youths for whom my work is designed; and will at any rate prove to my children, that it was no want of exertion, or no improper conduct on my own part, that, with capabilities equal perhaps to one half of the profession, I never rose higher than to the rank of Lieutenant.

The *Melampus* was the first ship I went on board of at the breaking out of the war with Spain; and in her I continued two years, partly blockading Brest, cruising off Cape Finisterre (but too late for making prizes), and in the

flying squadron of Sir Richard Strahan. Of *personal* occurrences (and those only I mean to relate), the most striking was the destruction of a French 80-gun ship, *L'Impetueux*, which we chased on shore in America, and were ordered by the Commodore to destroy, after having fired into her until she struck. It happened I went in the boat as midshipman, when the*first Lieutenant (Creighton), an excellent seaman and good officer, boarded; alongside of her were dozens of poor seamen, some floating on spars, some on the bottoms of boats (three of which, I think, had swamped from being overloaded), some sinking, and some, exhausted, clinging to ropes and spars attached to the ship. It was an appalling sight, and made my blood freeze, but shortly it was my fate to add to the havoc. No sooner had Lieutenant Creighton reached the deck, and we were employed in taking on board some of the drowning wretches, than as many as twenty or thirty jumped from the ports and channels into our boat; fortunately they were drunk, for we had no arms; we succeeded in throwing them overboard; but before we had done so, I think I do not exaggerate if I say forty others were clinging to the sides of our boat and endeavouring to get in, she began

to fill, and I had nothing left but to order the men to break their fingers with the boat's stretchers, and to do so myself with the tiller. I even now tremble, when I reflect on the many that found a watery grave. I was only fifteen, and I shall never forget the yells of the poor wretches whom we deprived of the use of their hands, and many of whom we sent unprepared to their last home.

Captain Poyntz gave me the choice at Halifax of going home with him or not, which I declined. He had always behaved most kindly to me; but having exchanged into the Tartar, a 32-gun frigate, which had been on shore and was under jurymasts, about to go home to be paid off, common sense told me that it was not likely he would have another ship for some time, and I should be adrift: it was early in the war, and a brush was expected with America. Sir John Beresford gave me a rating in the Cambrian, at that time the largest and finest frigate in the navy. After a twelvemonth's most happy servitude in the Cambrian, I was removed by my father's friend, Sir George Cranfield Berkeley (then commander-in-chief), sorely against my will, into his flag-ship; and here it was I first knew Sir Thomas Hardy. While in the Leopard, I

jumped overboard for the first time to save a man who fell from aloft; when I got to him the ship was a long way off, and I found the water covered with blood; I saw him go down about one yard from me; I got on the life-buoy much exhausted; and when brought on board was well rowed for my pains. The man it appeared had struck the channels in falling.

At Bermuda, about this time, while walking with my friend (now Captain) Leith, I saw a man in the act of drowning, and succeeded in bringing him safe on shore; he belonged to the 101st or 102nd regiment, and in a fit of temporary delirium was trying to drown himself. This man lived long enough to make some atonement for a mispent life, and to bless me as his deliverer; when, a few days afterwards, a relapse of fever for the last time brought him to his pallet, from which he was removed a corpse.

From the *Leopard*, on the Admiral's striking his flag, I removed to the *Triumph*,* commanded

* Having set out with a determination only to recapitulate personal adventures, and if possible only those which strike me as being likely to convey instruction to the youths for whom alone the work was undertaken, either in the way of example, moral, or warning—I must

by my valued friend Sir Thomas Hardy, whose character either for the private virtues that adorn

apologise for introducing the following occurrence of a general nature, which I am the more desirous of noticing, as it reflects credit on the gallantry and coolness of the two men, whose interest and kind offices have always been exerted in my favour. While in the *Triumph*, we fell in with an enemy's squadron, under the following circumstances. Cruising off L'Orient, then blockading three line-of-battle ships, and one in Quimper, *Theseus* and *Valiant* in company—Sir John Beresford, commodore;—at 12 *Revenge* joined the squadron from Plymouth—sent for fresh beef—at 1 P.M. observed several sail a-head—proved to be an enemy's squadron—up boats—overboard bullocks—cleared for action—counted 12 sail coming with the larboard tacks on board—we on the starboard tack—possibly we might have weathered them by a few lengths—telegraph-signal from *Theseus* to *Triumph*, "Shall I engage them?"—Sir Thomas Hardy, jumping mast high, "What?—no, no,—hoist the negative—is the man mad?"—"Make the signal—may I pass within hail?"—affirmative—"Theus a-hoy"—"Hallo"—"What the deuce are you thinking of, Beresford? why there are eight sail of the line, and one of them a great big three-decker; and four more ready to come out"—answer—"I know it; but it is the only chance I ever had of anything great." Sir Thomas—"Well, well, let them come if they like, we won't run away." The *Triumph* fell back to her station, and gallantly our little squadron hove-to. It was a

the man, the moral ones that ornament the Christian, or those qualities that cast a lustre on our profession, stands second to none, and needs no eulogy from me. It was my good luck while in her to save two valuable seamen from drowning; my memory fails me, but I think I saved a third, in one of which exploits I was gallantly assisted by Commander Dance, who was then

brilliant but a trying sight, a three-decker with an admiral's flag, seven ships of two decks, two frigates, and two smaller vessels, all passed at less than gun-shot to windward, all looking tempting and beautiful. Our spirited Commodore wore round and followed them; they went off L'Orient, got the ships out, sent some frigates at night to lead us astray; a run, that with the help of the *Amelia* (I think) perfectly succeeded; for we followed her signals all night. In the morning made sail for Rochfort, which we reached the day after, in time to hear that Admiral Stopford had been compelled (with his little squadron of three or four ships) to make way and let them in. The reader will please to bear in mind, that more, much more, than a common intimacy exists, and always did exist, between Sir John and Sir Thomas, and that the latter's great experience under our immortal Nelson, bore out the former in his appeal to his judgment.

These ships, together with the squadron then and there blockaded, formed the fleet afterwards destroyed under Lord Gambier in Basque Roads, Rochfort.

a brother mid, a little anecdote of whom may not be here misplaced ; particularly as it affords an example of cool courage that may be beneficial to my juvenile readers. Many years after these events, and while employed as acting lieutenant of the *Orpheus*, where he was placed by Sir Thomas, on the coast of America, it happened that the *Holkar*, a large American privateer, was chased on shore, and Dance was sent with the boats to do his best to destroy her. She was on the beach, and the crew had all taken up their positions on shore with muskets, to do their best to protect her. Dance boarded and went below, where he found a train of gunpowder laid from the cabin to the magazine, with a lighted candle fixed, and nearly consumed. With a coolness and intrepidity rarely equalled, and never excelled, he removed, at the expense of a burnt finger, the torch intended for his destruction, and which in a few seconds would have completed it, as well as that of several boats' crews then assembled on board and endeavouring to get the prize off the beach.

It is pleasing to me to render my meed of praise to my old and valued messmate, particularly as the circumstance was not reported,

the event not having been deemed of sufficient importance.*

From the *Triumph* I removed with Sir Thomas to the *Barfleur* at Lisbon, once more under the auspices of my patron Sir George Berkeley; and here I remained from the beginning to the conclusion of the contest in Portugal, witnessing many of the events which have crowned our army, and the hero of it, with immortal, imperishable wreaths of glory.

I was employed the whole time. The boats were posted, under Captain Berkeley, on the Tagus, under the immediate command of Lord (then Sir Rowland) Hill, and after the retreat from the lines to Santarem (and my promotion

* Some officers would have made a great deal of this. It is strange how different and various are the opinions and conduct of commanders on affairs of this kind! With some this would have made a brilliant letter to J. W. Croker, Esq. for the information of their Lordships, &c. My friend Sir Thomas had dealt largely in line-of-battle ships; so largely, that I believe nothing less than taking one in a jolly-boat would call forth a letter from him. It may easily be understood, that our little affairs in America were worse than contemptible in his sight. Unfortunately for us, the Americans had no ships of the line.

to the rank of Lieutenant), I commanded them ; my principal employment being to keep up the communication between the two armies on either side, and during which time I had a knife and fork always at the tables of the Commanders-in-chief on either side the Tagus ; my station Múgem, and the head-quarters Cartaxo.

Here I may relate one circumstance, for which I received the thanks of Lord Hill, and, as I understood through him, those of the Duke also. The right wing of the lines terminated in the village of Alhandra, whence to the river-side was but a short point-blank shot ; and we were posted in the boats of several sail of the line, the high road to Lisbon being between the heights and the river. The French had their left at Villa Franca, a largish town also on the river, and about two miles above Alhandra. It is well known that the principal object of our renowned General was to force the enemy to a retreat by starving them into it, and most fully did his plan succeed. It happened that in visiting the posts at Alhandra, his eye was caught by the appearance of several heaps of forage in the enemy's possession above Villa Franca ; and Lord Hill told Captain Berkeley, he had expressed a wish that they (if possible) should

be destroyed, which was no sooner communicated, than on two succeeding nights attempts were made by two of the Lieutenants commanding the respective boats, but without success. I was only midshipman of the launch; I however volunteered my services, and they were completely effectual. The enemy having been twice alarmed, I supposed would be prepared; I proceeded therefore by stealth. Whoever has been at Lisbon has seen the vessels in which they bring down from the country loads of corn in the ear, nearly equal to a good-sized English mow. It is brought in a vessel of about 14 tons burden, which has a boat lashed alongside, and spars or planks laid some feet over the vessel on one side, and the boat on the other; forming a raft on which is piled the square mass of straw or other produce. The mast of the vessel (called a bean-cod) is generally buried in the substance, and the head of the sail only is used attached to a latine yard.

The enemy had succeeded in capturing several of them; I presume they found them in the creeks of the Tagus, of the north side of which they had entire possession; or possibly they may have loaded them themselves, and brought them to Villa Franca, where they had, I think, a

body of cavalry as well as infantry. I went abreast of the spot with Captain Berkeley about one in the morning, and put off from the launch in a small skiff with only two men (the choice two of my crew of twenty-two) with muffled oars, and a good pile of straw lashed across the stern to defend us in rowing off from the enemy's balls. I caused myself to be backed astern into the reeds, it being low water, and the vessels high and dry, about 15 or 20 yards from the water's edge.* With a match in one hand, and a devil and blue-light in the other, I dropped myself into a mass of mud, water, and high reeds (where the boat's progress was prevented by the latter), and on the first attempt to reach soundings that were strong enough to support me, went quite up to my eyes; (I am now not more than five feet, and was then probably shorter.) I was stark naked, but had prepared a bundle of clothes, which was to be thrown on shore if I gave the words "Pull away," which would have

* The enemy had hauled them further on each flood-tide, after the first demonstration of attacking them. They must have intended to send the forage back again to Santarem, or else they would surely have unloaded the vessels—or did they think it impossible to burn them?

meant, I am nabbed, or taken prisoner. My good star prevailed. I approached the vessels cautiously, and counted in one row three of them (there might have been more): I heard the snoring of the guard on the top of the weathermost load at the time I was placing my works of destruction on the planks under the straw, and a loud conversation of many voices on what appeared to me to be the most distant one, although they all touched one another; I fired my devil, and so frightened was I, that instead of stealing away with the same caution with which I had advanced, I bounded off with a spring as high as the muddy nature of the soil would let me take, and floundered into the Tagus, with a splash that gave the first alarm to the enemy, long before they smelt the smoke, or knew their charge and resting-place were on fire; and holding fast to the stern of my boat, was towed to the offing amid my own cheers: cheers of joy at my escape and those of my men were responded to by the crew in the launch, and only interrupted by the firing of the guard, and the splashing and whizzing of their leaden messengers all around me. I have no doubt they continued firing from the tops of the ricks until the fire below them got such head (owing to the breeze

and dry state of the straw) as to defy their exertions to extinguish: for two days the spot continued blazing and smoking, and we were credibly informed that the whole mass of forage and the boats were completely destroyed.

I received from the Duke the most marked attention after this event, and congratulations from all his staff (with all of whom I was intimately acquainted), and from Lord Hill particular thanks. In general orders to the fleet, I had the honour of having my name mentioned by our own Commander-in-chief. I take greater credit to myself for this transaction than any other of my eventful life, barring always the saving the lives of my fellow-creatures. To return, I found Captain Berkeley in a state of agitation; he was my most intimate friend, and no doubt felt himself responsible to a certain extent for my safety, for which the chances were at least ninety to one against me.

Massena retreated shortly after this event, and after the retreat to Santarem I obtained my lieutenant's commission; and my friend Captain Berkeley having had honourable mention made of his name by the Duke, was promoted to the rank of commander. His Grace again demanding boats to be as near Santarem as possible, more

for the purpose of communication than otherwise, it was my good fortune to be appointed to command them; and for several weeks did I nightly (still in my little punt with my old friends) approach by stealth the walls of Santarem lower town, where at but a few yards off I could see the forms of our enemies as they flitted by the windows and doors of the lighted-up houses, and where I heard as distinctly their loud laugh and oaths as though I had been among them.

One of the greatest shocks I ever experienced was during this command. I was shooting with a common ship's musket, for want of shot, loaded with ball. I found a hare sitting, shot at it, the ball rebounded, glanced the under branch of an olive-tree, and finally lodged in the side of a poor old woman, whom I did not see, and from my position and hers could not possibly see; it only perforated the flesh and glanced round the ribs, from whence it was taken; but being weak and sickly, she only lived a week. By orders from the Duke, under whom I was serving, a military court of inquiry sat on me: as it was an accident, I came out with clean hands; and honourable testimony as to my conduct, and great concern for the unhappy circumstance, was given by all the poor creature's family. They were

part of the large body that were driven in on the retreat to the lines. It cost me my bedding, and some expense for attendance, funeral, &c. &c. and much, very much, peace of mind. To my juvenile readers it may be well to mention that it happened on a Sunday, which I ought to have spent in a far different way. As a proof of the misery I experienced from this affair, two following nights did I dream in my tent, that the poor creature stood before me, and both times pointing to her side. •

Often did I wish to be the first to discover the retreat, but General Lumley got scent of it as I was preparing to proceed on my nightly excursion; I crossed an officer to the head-quarters, and • went myself to Santarem; the lower town was deserted, but the rear-guard passed me at a round pace before I got up the hill; it was dusk, and a friendly hedge bounded the road. The surprise of our own officers, almost all of whom I knew, at seeing me in Santarem, was only to be exceeded by my own at the tardiness of their arrival; for it was now daylight, and I had landed the officer at about 2 o'clock, who had but a short distance to go to Cartaxo. It appeared that the enemy had left sham sentinels in the usual places on the causeway, straw sentries dressed and

armed cap-a-pee; and our advanced-guard could not be persuaded for some time that a retreat had taken place, for all the lights were burning as usual. I had an interview with the Duke, who ordered me to be at his table at 6, whence he despatched me to use my utmost exertion to get up to Chamusca, to cross Lord Beresford, for the purpose of a meeting as soon as possible. I forget the distance, but know there was a tremendous fresh in the river, and that we had to track and row constantly against a current of three knots, and round points of land, from 6 to 7; my men behaved well; I took only two boats, a cutter of six oars and a flat of sixteen, and I was ably seconded by Lieutenant M'Intyre, (afterwards a messmate in the *Ramilies*; then a midshipman of the *Abercrombie*): we stuck to our work all that night, and the whole of next day until about 8 o'clock, when we arrived at the nearest approach to Chamusca, having rested only twice, on both which occasions we were obliged to *retrograde* a little, having got before some of the enemy.

Lord Beresford was delighted to see me; he had received despatches sent by land; but no such thing as a boat being to be found on that part of the Tagus, made my arrival of greater

importance. One o'clock that night was appointed for embarking him. I returned to my boats about 10, and found every individual sound asleep. I had fagged harder than any one, and in addition to fatigue of body, had undergone a fair proportion of anxiety of mind as to the possibility or otherwise of executing Lord Wellington's wishes. Never shall I forget when I was roused, not by my own look-out man, to whom I had given my watch with orders to call me at midnight, but by the voice, deep and loud, of Lord Beresford himself; I knew him well, had sailed with his brother, and had recently spent a month at his quarters at Coimbra, besides perpetually meeting him at his own and the Admiral's houses at Lisbon. I had given myself an hour to get the gun out of the flat, not liking to disturb my fatigued men after such incredible exertions; all this had now to be done, amid the gentle remonstrances of my Lord; a difficulty occurred too I had never anticipated—he had instructed me to prepare for crossing two horses, and brought three, his own, the *Conde de Lumières*, and a guide's. The river was still running with rapidity, and there it is very broad; my naval acquaintances will imagine my situation, when I tell them that, Lord Beresford declaring

he could not go if the three horses did not, I actually put a large, long-tailed, black, ugly, Portuguese entire horse, into a clinker-built six-oared cutter, a boat built of half-inch elm, and slight in every way. We hove him down, and tied his legs like a sheep's, shipping him on his back. My Lord cooled with the morning air of the Tagus long before he got to the other side, and when he returned from his interview was quite agreeable. He is an honourable-minded man, and I have no doubt withheld mentioning my remissness to the Duke; and I have never seen him from that time to this. To be sure, the thing once over, afforded me not a little amusement; for at the time, we were one and all too much frightened to think of any thing but business. We only pursued the system which prevails so generally on board his Majesty's ships. The captain finds fault with the lieutenant of the watch; the lieutenant rows the mate; the mate snaps the midshipman; the midshipman bullies the quarter-master; the quarter-master blows up the helmsman; the helmsman kicks the marine or after-guard at the lee wheel. Lord Beresford cursed me, I blew up M'Intyre, M'Intyre kicked his coxswain, and the coxswain thrashed his look-out man: but to do him justice,

his Lordship's voice was the loudest of all, and he marred, and in a great measure caused delay to, our proceedings. My friend Sir John has often been amused with this account, for he likes a joke, although at the expense of his brother. The heaving the animal down was the great difficulty; then the Babel conversation, the confusion where the commander was cowed and commanded: every one went his own way to work; one was for lashing his starboard bow leg to his larboard quarter one, and vice versa; another proposed seizing both fore legs together, and both hind ones, so that half the hands might hold behind and half before in lifting him in; (I overruled this, for he seemed disposed to give no quarter;) another actually took a half hitch, in a quiet moment, with his tail round his near fore hock, and soon afterwards we succeeded in securing him. The turning out was but one remove easier than the turning in; we got the boat up as high as we could, and, at the expense of a plank or two, rolled him out of her. After re-crossing, and spending a day with Lord Beresford (the horses going over in a Portuguese boat, by that time dug out of the sand), my services being no longer wanted, I retraced my steps back to Lisbon; but on my passage down, examined every place where the

enemy had been stationed, and found sunk in different places about a dozen boats they had built, all of which I weighed and took to Lisbon.

It was reported they had built some hundreds, and that their object was to cross the Tagus. They were ingeniously contrived, about thirty feet long, stem and stern the same, six feet broad a-midships, and capable of containing from thirty to forty men: they had each three double sheets of lead fastened together with a good plaster of oakum and tar, and large enough to stop any four shot holes of any size, also a hammer and a bag of nails on a little shelf at each end; they rowed four oars, which were roughly formed by a blade lashed on to a pole; the timbers were planed only on the sides to which the bottom and top side were attached; all was green and rough. The lead we found useful in stopping the holes where staved for sinking, for which purpose no stones were used, but iron, brass, and copper utensils of all sorts, sizes, and of every description, broken brass field-pieces, convent and church bells, broken muskets, bayonets, cutlasses, crowbars, and very many anchors, which were no doubt taken from vessels found in the Tagus from Abrantes downwards.

The boats, the army, the river, and the circum-

stance altogether, forcibly brought to my recollection the history of the proceedings of Cæsar and his army when opposite our own coasts, where, on retiring to winter-quarters, he ordered his army to build as many vessels as they could, and on his return found as many as 600 ships and 20 galleys, large enough to take troops across our channel. Every one of his soldiers must have been ship-builders; and although at a very humble distance, there appeared to me some similarity between the Roman and French soldiers as to their capacities for naval architecture. I heard that several other boats were found after our departure from Lisbon. It struck me that the sinking them in sly places, and with *very little injury*, only one hole being made in each and that with care, seemed to say, *We shall want you again by-and-by.*

While at Lisbon, our principal occupation was taking the reinforcement from 20 to 30 miles up the Tagus, which we generally accomplished in one tide. Individually, I was employed by the Admiral to survey and make a chart of the Tagus; and to inspect the Burlings, for the purpose of ascertaining if that island would answer as a dépôt for French prisoners.

The time having arrived when I took leave of the Tagus, I must be permitted to go back and indulge in a few remarks, and relate one or two of the innumerable personal occurrences which befell me during our sojourn in that river.

Nothing could by any possibility be more galling, more teasing, to any enemy, than were the gun-boats on the Tagus to the French opposite the lines. I have memorandums of numerous attacks we made upon them without running any risk ourselves, and without meeting, except in one solitary instance, the most trifling damage.

It was our custom occasionally to drop up with the flood, and fire one or two rounds of grape and canister at the lights in the houses of the town of Villa Franca; and dropping back again an hour or two afterwards with the ebb and the current, perform the same operation. There was no being aware of us, and no guarding against us; they tried musketry, and fired as near as they could guess, after our flashes, which were generally by word of command simultaneously, and without paddling an oar; but the tide always removed us either above or below the spot, where their balls fell harmlessly into the river.

It was the custom for one or two ships' boats

to keep guard as near Villa Franca as the enemy would permit; by these means we commanded a view of the road not to be seen from our lines, and by which the enemy would most likely march if they advanced. We had concerted signals with the lines, flags by day, and rockets by night, if we saw the enemy moving; and at night the floating picket (if I may so express myself) always got under weigh, and went close up to Villa Franca. Thus we either saw or heard every thing they did. I forget how long they permitted us to keep this advanced position, but certainly more than a month; when, irritated I presume by our nightly upsetting their kettles, and driving them from the town to a hill above it (where we changed the grape and canister for round shot), they unmasked one day about mid-day some field-pieces, and commenced firing on the advance boats. The Zealous's launch was towed to head-quarters, with, if my memory fails me not (except the officer, Lieutenant Graham, or Lieutenant Lucas), every man killed or wounded. It was a dreadful sight: one shot did it all; entered the stern, and took every thwart on which the crew were seated.

With one movement, as if by magic, every man

jumped into his boat,* and off we went to storm the guns. I never witnessed greater enthusiasm the enemy would not stand the scratch: we got within thirty yards of them, when they galloped off with the guns at score. What else they expected us to do I know not: we were from four to six hundred in number, dispersed in the boats of, I think, twelve sail of the line and other vessels, and must have looked formidable: each boat had a gun from sixteen to six pounds, according to her size. If I recollect, there was a launch, a flat, a barge, and a pinnace or cutter from each ship. They drew out a formidable line of infantry under the heights on the right of Vill Franca, I presume to protect their stores in the town: fortunately for us, they continued some time within reach of our guns: we gave them four or five rounds a-piece, when they retired out of distance, but still under arms.

We had ample revenge, as we learnt from a sentinel taken by stratagem by one of ours, who (after grounding arms and holding up his canteen, and being replied to by the Frenchman) tried whether he understood the arts of self-defence as well

* We had a large transport for head-quarters, and gun-brig.

practise it in the noble sciences of pugilism and wrestling ; the *tirailleur* was an infant at this work, and rather unfairly, on what may be termed the neutral ground, was made prisoner and brought in. Lord Hill however sent him back with a flag, and asked pardon for his offence. This man was outrageous against the boats ; we had killed his favourite General St. Croix the day before, and as there were but two officers of that rank out, it was fair to presume we had dusted the jackets of some of the privates also.

We had afterwards another proof of the animosity felt by that division against us. There was a fig-tree in full bearing on the neutral ground between the sentries, and alternately it was possessed by unarmed redcoats and by gray, and not unfrequently by both together, all employed in stuffing. One of our lieutenants, (I am told he can't bear the story, therefore I withhold his name) took a fancy to a taste of the beautiful juicy plump little black Portuguese fruit (which I do not wonder at, for when ripe from the tree it is delicious), and mounted the tree accordingly, cocked hat and all ; he had scarcely seated himself, and like a monkey begun his meal, when the tree was surrounded by *tirailleurs*, and he was saluted with "Ici en bas, Monsieur." His uniform being blue, they at first

took him for a Portuguese, with whom they never acted as with our heroes, and when they found he was a fish, they were delighted. Massena, it seemed, had imbibed some of the disgust entertained against us, as it was a long time before Sir John Gore's lieutenant joined his ship; and to get him they were obliged to lie a little, to say he had nothing to do with the boats whatever, but was on a visit of leave to his cousin Colonel Cockburn of the 60th.

At 6 P.M. boats ordered to be ready with four days' provisions; at 7 weighed anchor, muffled oars as customary, took on board a Portuguese pilot and proceeded up the Tagus; at 8 passed Villa Franca; at 10 hailed from the bank by a sentry, "Qui vive?" "A demi,"* cried my gunner's mate; "Quelle regiment?" "Oh you beggar! I can't speak no more French,"—and bang he fired the gun, which was as likely to hit the Emperor of China as the French sentry. Who would have supposed the fellow would have dared to fire without orders? At 12 found the ebb had made, and we many miles short of our destination; and from the doubts of the pilot that we should not reach it before daylight, it

* Meaning, *un ami*.

became a matter of necessity that we should lose no time in returning. We had hardly got to that part of the river where the unfortunate gun had been fired, than we found the whole bank covered with troops; fighting with our guns impossible, as we could not fire without winding; every moment was precious; the river being nowhere a gun-shot across, obliged to go within twenty yards of the troops for water; grounded on a sand-bank, which was providential; all hands jumped overboard (the reader will guess on which side) except the pilot (who behaved gallantly), Captain Berkeley, and myself. I never was in a greater stew. Launch floated off, kept the men outside and the boat careened as long as they could walk on the sand-bank up to their shoulders; saved many a life; boat's bottom well peppered; soldiers marching our own pace and firing constantly; fortunately they came to a creek they could not pass, too wide and deep at the mouth; saw them run, no doubt for the purpose of crossing at a bridge; all hands jumped on board and rowed away; at daylight arrived at head-quarters. One or two boats or the crews only (forget which) captured through grounding, and heard afterwards French fired on the sailors that were swimming to deliver themselves up, for it was not until daylight they were discovered aground, and they

had deep water on each side, but were much nearer to that in the enemy's occupation ; had only one man wounded ; forget what mischief was done to the other boats ; we being the largest, and drawing most water, obliged to go nearest.

This plan was well laid, the intention being to get to Salvaterra on the south side, where was a creek would have hid us all day, and on next night to go over to Valada, where the enemy had a depôt of stores, and all the boats they had collected or built ; we were to have destroyed the whole : had Captain Berkeley or any of us known the navigation, we should have succeeded admirably, but the pilot wavered ; and had we been seen at daylight the boats would have been destroyed, even if the crews had escaped upon the islands forming the southern bank, unless we had reached the creek at this place ; a single glimpse of us would have blown the whole thing. It was intended to try it another night—the confounded gun too was a bad job.

Awful is the visitation of the march or sojourn of an army, whether friend or foe, in that country whose fate it is to be exposed to such a trial. My countrymen have cause to hug themselves on their insular situation, and to bless Providence that they are not subject to such events. Proofs innumerable might be advanced : I will

relate two, for one of which I am beholden to a friend. On the retreat from Burgos it happened (an unusual thing), that nearly the whole army bivouacked in a large piece of ground near the fine town of Penaranda; the troops were given permission to go in for fuel, in less than one hour nothing remained but stone, brick, and mortar. The other I can speak to myself: For some reason, which I cannot exactly recollect (I think it was because the troops were employed night and day in doubly fortifying and strengthening the heights), and at the time of the Duke's first occupying the lines of Torres Vedras, seamen were ordered up from Lisbon to occupy the small town of Alhambra. The Barfleur's men were there, and I went on shore to see my brother mids; the town was utterly deserted by its inhabitants; the houses, churches, stables, all entirely gutted, and in the possession of soldiers and sailors; doors, window-shutters, furniture of all sorts, and every tangible wooden thing stripped off, and carried away either for firewood, or to form barriers across the high road. My friends occupied a house next to the Lieutenant's, of two stories high; and in the middle of the street and immediately under their windows, sat the watch of twenty seamen, with pikes by their sides and pis-

tols at their belts, around a blazing fire. Whoever contemplated that scene as I did, would have found matter for deep reflection and cogitation on the utter vanity and nothingness of all sublunary things. Besides pieces of furniture of every description, and the very seats and tables of the church itself, carved and gilded picture-frames (from which no doubt holy subjects had been torn either by the priests or the people) lay in a mass half consumed by the devouring element; in the centre was the small box,* if I may call it so, from out of which had been delivered many an oration by many a pious friar to many a listening congregation; while on the top was placed a white and eyeless head, with an arm stuck near and the hand outstretched, defying and dividing as it were the flames, which (in my imagination at least) were consuming some victim of the Inquisition, or some holy martyr. Fresh fuel was ever and anon piled on, of fractured limbs of saints and virgins, stirred and tossed about

* In most Catholic churches this is half way up the centre aisle. It has no sounding board, and is not otherwise above half the size of the smallest English pulpit; a door generally communicates with the out-buildings, as it seldom has a flight of steps.

by the long gilded poles which oft had borne the canopy in the Holy Host's procession;* the men indifferent, careless, listless, cracking gibes and jokes at the burning figure, unmindful of the sacrilege, in the eyes of Romanists, they were committing, and each in his turn either singing his jovial song or spinning his gally yarn. The lieutenant had (during the absence of the men to procure fuel) robbed the pile they had collected of a beautifully carved head and one of the hands, used at Easter time, I think, in perambulating the streets as a dressed-up figure, more in derision than in honour of the Son of God. The officer was a wit, and no mean one either, as my sides and eyes have often testified. I have known hundreds of men, but never, when he chose, such a man as he was. It struck him as a fine opportunity for trying the superstitious fears of his men. He put his cloak over the head as though it was *incowled*; extinguished his light; and placing himself on the floor under the window-seat, he sat prepared and listening. The fire burnt bright but pale, and cast a glare full on the

* I secured one of these, and on it, as long as the enemy allowed it, England's Union waved suspended at my launch's stern. It was 17 feet long, and had a splendid gilded head, which shipped and unshipped.

window. Many a tale was told before the man exactly facing the window began his stave, in nearly the following words, and continued it under the following circumstances:—

“It was when I was a-sarving under Sir Harry Neale, in the *San Firenzo*, and tending the old king Jawdy at Weymouth. I was one of the barge’s crew; and I shall never forget, once when we was all wid our oars tost up, and the king and the princesses was going off, and the old queen came down to see ’em go—they was all standing on the pier, and the king says to the queen,—no, there I lie, it was the queen as said to the king, in a sort of whisper, ‘What a fine-looking feller that ’ere is with the black whiskers!’ I know’d she meant me, for all the princesses turned and looked as if they thoft so too.”—
“Come, come, Bill (said one), none of your balderdash; you didn’t think no small beer of yourself a’ter that.”—(Another) “Why there aint a blowen at Sally Port would say so now, Bill. Leave alone queens and princesses, and the like o’ that.”—(Another) “I say, Bill, you baint the man you was then; you’ve seen many a banyan day since that.”—“Well, what then? what if I have? (says Bill;) arn’t I been promoted for my sarvices? arn’t I captain of the forecastle, and

you only an individyal afore the mast?"—"Why, I say, Bill, don't get foul-mouthed—you ha'n't got your grog aboard—you upsets the harmony.—Individyal, indeed! no more nor yourself."

"Why, you land-lubber, individyal aint a name—individyal means—it means individyal, you spalpeen you, and what we must all come for to be. But belay there: clap a stopper on your jaws, while a Gemman goes on with his story. Let's see, where was I?—oh, wid old king Jawdy. Poor old Jawdy! he was Jack Nastiface's best friend in his day. Often and often—but there, 'tis lemancholic like to think o' he; so here goes for another. It was when I was pressed out of the Cambridge East Injeman, where Jawdy Widders entered with me together, outward bound: we was pressed togedder, and togedder shipt upon the Lee Tyger."

"Vy, Bill, you aint agoing to tip us the old stave about Lord Nelson and the Nile, and Ben Halllorell and the coffin?"—"Oh no; quite another guess-sort of thing: that—that 'ere parson's pulpit, with that 'ere white nob and flipper, as is most fryed away like, put me in mind of—it was when we went home a'ter the Nile, and went to port to fit and be paid. The Jews was all let into the ship to rob and plunder Jack Nastiface, as usual; and some of us, and I was one, tho't it no harm to

give 'em tit for tat. I just borrowed the loan of a tidy bit of a watch, with chains and seals. Jawdy Widders was by, bargaining for a pea-jacket, but did not see me do it. The boat's crew was piped away as I belonged to : with that I whips below, and slips the watch into Jawdy's bag: (we was like brothers, and 'twas the first I came to.) Well, I goes with one of our leestendants on board the *Le Virginie* in Barn Pool: we was away about three hours, and when we got back again, there had been such a shindy! one of the Jew's traps had run widout hands right off the main deck down the main hatchway: it was thoft Jawdy had something to do with it. Be that as it may, one of the lynx-eyed sons of Solomon, who had been peeping unseen, like Moses in the bulrushes, told the Jew as lost the watch that Jawdy had been toasting and capsizing about his traps just now with his daddles, when he was bargaining for the pea-jacket. With that up goes the Jew to the first leestenant. (I mind me the captain, old Ben, was in London.) Poor Jawdy was sent for; was sarched, and nothing found but the master-at-arms broft up his bag, and there sure enough was the ticker.

"The hands was turned up, and poor Jawdy got four dozen, and afterwards was put in irons

for giving his tongue a little mutiny-gab like. As soon as I heard what had happened, I goes to the gun-room to see Jawdy, and there sure enough he was, raving away like mad: he no sooner cast his peepers on me, than he cries like a child, and for the matter 'o that so did I too—Jawdy, says I, this is all along owing to me, 'twere I fibbed the Jew's ticker, and put it in your bag, and I shall go now and tell the first Leeftenant: upon that Jawdy gets his thinking tacks aboard; and when he'd thoft a bit, he said, that was no use now he'd got the flogging, that neither of us had had it afore, and it warn't so easy to bear—but if I'd go up and tell the Leeftenant he was sorry for what he'd said, mayhap he'd let him out of irons.

“ Well afore this Jawdy was a great chap with first Leeftenant, but it wasn't so afterwards, so Jawdy took on about it. We was in the fore-top togedder, Jawdy and I, but Jawdy from being one of the smartest, somehow, got slack, and he was shipt away to the after-guard, and then he was made a waister, and a'ter that swab-ringer, and took on and pined, and got sick, and went into the Bay, and he never came out alive—I remember it all as thof it was yesterday, (passing his hard hand across his weather-beaten fore-

head.) My Jenny was on board, and Jawdy was to be sent to the hospital next day ; and I had been taking on about him all night, and poor Jenny had given me what comfort she was able, for all along I felt it was my fault. Well, I falls asleep, but by-and-by I gives Jenny a grip as thof she'd been squi'dged atween the jack in the box and the main-beam, as makes her squall blue murder ; vops my calabash again the carline, and bolts * right out of my hammock—What's in the wind now, says Jenny—If that-ere warnt Jawdy Widders, says I, I'm blow'd—Don't talk so sillyful, Bill, but come into bed and go to sleep—What! arn't ye afeerd, Jenny? says I—Afeerd, you fool, says she, what should I be afeerd of?" The head, which had been exposed some little time, here caught his eye, his tongue cleaved to his mouth, his eyes were fixed, his hands moved slowly, and instinctively grasped his next neighbour's where first he touched them ; his hat fell off his head, and his lips moved as he tried to articulate but could not, and down went his head,—Why hallo, Bill, don't come-to afore the yarn's out. Why what are ye at?—off with your

* * Hits my head against the carline, or minor beam, and jumps.

paws—ye baint a sucker, b'ye?" "Don't take my back for a shark's belly"—(says he on the right). "None of your grips—more free nor welcome"—(he on the left). "Why, only look at him! he thinks he sees Widders's ghost now!—(says a third before him) what's the matter, Bill?—the Lord have mercy on me! Give it vent, man;—what is it?"—"Why, my name aint Bill Simpson if I didn't see a bloody long-tailed Saint Maringo at that'ere window."—"Saint Maringo!—saint the devil, indeed! Why you seed our leestenant, for that's his quarter."—"I tell you," says Bill, "twarn't no leestenant, for I saw him fly away in a cloud."—"Come, come, none of your super-scription:—don't try to frighten us;—but finish the stave."—"Where was I?"—"Vy, vere you left your vife alone, vid a ghost in the hammock vid her, and she varn't afeerd, not in no regard vatsomdever."—"That's more than Bill can say for he'self. Why, he looks more like our mealy purser, as we calls the White Lion, than the captain of the forecastle:—don his castor for'n, Jack."—"Well," says Bill, adjusting his hat, "it struck one bell when that'ere happened. I went to bed again; but for the life of me I could not sleep; and in the morn-ing down comes the loblolly boy with this-here watch and seals, 'And,' says he, 'at one bell

last night poor Jawdy—" —the figure passed slowly by the window—"There! there!" cried Bill—"And there! there! and there!" cried several others, jumping up; for one and all, notwithstanding their affected fun and carelessness, had as steadily watched the window as Bill Simpson himself. All hands were now on their legs, and a conversation ensued as to who should go up and see after the lieutenant. Bill swore he would not go. Some were for calling out. The head again appeared with a waving hand; bang went a pistol; and, "he's down, by the powers," said the operator: and so indeed he was; for our officer dropt it as he would a red-hot shot; then with due precaution called to know the cause of the firing, cautiously showing himself at the window—looking little less pale than a little before did Bill Simpson himself. The lieutenant got a light, and having secured the head, assured them there was nothing there. They all advised him to come away, for it must have been the devil—They moved the fire farther off; for it was their opinion the saint was haunting that place for his legs and hand (Bill Simpson swearing he saw but one), which they had destroyed. Simpson volunteered into the boats, saying he'd had enough of soldiering; and whenever any of the men passed that house afterwards, they always had a

talk about the long-tailed Santa Mariona, and always in passing which they never did out on duty) might be compared to a set of school-boys obliged to walk in a row, and who had come to a ditch which obliged them to hop, skip, and jump, to get over.

The story spread through the fleet, and I have no doubt extended much further. The Lieutenant was afterwards a messmate: we have often laughed over the whole thing, and on those occasions the head (which no doubt he has now) was brought forward.

It was my ill fortune to see the flag of my patron hauled down for the last time, and with it my chance of promotion through his agency; I had then served eighteen months as Lieutenant. As some equivalent, however, the American war broke out, and Sir Thomas Hardy hoisted his pendant in the Ramilies, and with him I went as fourth Lieutenant to the coast of America. It was our lot principally to blockade Long Island Sound, at the commencement of which is New London, where Commodore Decatur took shelter in the United States' Macedonian and Hornet, having been chased in by the Valiant and Acasta. Previously it was my fate to be taken prisoner, and fortunately released from New

London by the indefatigable exertions of my best friend, but very few days before Decatur entered it.

As my capture had something in it curious and particular, it may not be deemed out of place to give its history. We had taken a vessel loaded with corn, and put into her two small brass howitzers, one officer, a midshipman, and ten men. Dance had the first spell of a week, and then I volunteered with a youngster, a son of Sir T. F. Freemantle, and a relief of ten men. The master of the vessel had been promised her again if he would remain on board and pilot her in shore for a month, to which he consented; or, in the event of declining this service, his liberty.

We fell in with small but valueless coasters every day, from which we supplied ourselves with anything they had that we wanted, giving them lots of corn in exchange. We touched at the islands in the vicinity, and got large stocks of fowls, eggs, &c. &c. for which we paid about five times their value in Indian corn. We poked about into creeks and places constantly, hoping a good prize would come in our way. Whether the master thought his corn would soon be disposed of, or that we should not play him fair, I know not; but after I had been on board about

ten days, he asked to be landed, to which I had no objection, and sent him away; I was then quite as well acquainted with the place as himself, and did not any longer want him. While off Block Island on the morning, the date of which I remember not, nor indeed the month or year, we at length discovered what we took to be a Bordeaux man, then the best prizes going; I thought to get athwart his hawse, pretend to be a Yankee pilot vessel, and if possible carry him by boarding, if he hove-to to take me on board. It was an anxious moment, as they were always well manned and armed. My Yankee flag was hoisted, but by some unaccountable fatality one of the howitzers was fired off; we happened to be about half a mile on his weather bow; I had nothing left but to haul my wind and pull foot, when he dowsed his studding-sails, hauled aft his sheets, and began the chase. I could not fire under the American ensign, so hoisted our own. The schooner showed no colours. The chase continued, I think, two hours, I rather gaining than otherwise, having only one mast, making very short tacks, and exchanging our pop-guns for his of four or five on passing once on every reach. At length he shot away our jib-stay, and the game was up; when in jibing, or else by a shot

our main-boom went also. I had nothing left but to bear down and be taken, which I did. We were hailed, and answered we were a prize to his Majesty's ship *Ramilies*, when he gave us a hearty curse or two, hauled aft his sheets, and stood away for New London. There was a heavy swell, and it struck me he had lost his boats, for we could see none, and was afraid to come in contact with his vessel; he was full of men, and had ten guns.* We now begun to fish our boom and splice our stay, and did our best to reach a vessel we saw in shore, meaning either to exchange crafts altogether, or take away his boom. Freemantle and myself were just seated to a fine cod-fish, and talking over the events of the morning, when at the call of the quarter-master I went on deck, where I saw a large ugly American ensign, which being hoisted in a cutter appeared twice the usual size, and at the same time the martial tune of Yankee doodle doodle doo, saluted my ear from drums and fifes and other musical instruments. I saw

* This vessel was afterwards fallen in with by the *Ramilies*, and proved a Nova Scotia privateer. The master was in a state of great alarm when he went on board the ship: he ought to have shown his colours.

through the thing in an instant, and put the helm hard up, to make a run if possible into the offing, in the hope of relief from the ship. My mainsail was without a boom, close reefed, and hauled aft to the tafrail; I had however a square sail, and by keeping away, that being set, prolonged the chase from half an hour before sunset to an hour after dark. My foes had a fine vessel, and her heels were too nimble for me; he came within hail, I knew we must be taken, but was prepared for fight; we were twelve in number; the only point I wanted to ascertain before I struck was, the number of men he had on board. Seamen know that no vessel's decks can be commanded when end on; musketry was flying all round us, but I never returned a shot; I gave a broad yaw to windward, which made him do the same, and then another to leeward, by which means I got a full view of his broadsides, and he appeared to be as full of men as he could be crammed. I ordered all hands below, and hailed to beg they would desist from firing, as we meant to make no resistance. They chose, however, to go through with the thing, laid the bowsprit over my stern, and the first three men were literally helped on board by myself, at a time when they might easily have been cut down, pushed over-

board, or shot; the last of the three was my old friend *the master of the vessel*, who begged and prayed us (for Freemantle was too brave and gallant a lad to leave me, although I desired him to do so) to go below, for there were a set of bloodthirsty drunken fellows on board, who he almost thought would give us no quarter. This was advice not to be slighted. I went below, and the scene on deck afterwards must have beggared description. It was fortunate there was a little tincture of humanity in some of them, for an actual scuffle took place at the companion-door. Reader, imagine the state we were in below, for there could be but one object in endeavouring in a state of madness to force their way down to us. My men were all forward (one of whom was wounded), Freemantle and myself only were in the cabin. Of personal fear I have my share, but on this occasion most of my alarm was for the life of the gallant lad under my protection, and to save him I would willingly have laid down my own. To cut the matter short, the Yankees allowed us to turn in to our hammocks, while they caroused and feasted on our wine and eggs under us, occasionally seasoning their discourse by abusing and now and then alluding to us in such terms

as these—" Well, tarnation seize me if I thought I could have let two Britishers sleep like them—there two to-night;" " Nor I, I swamp and swear;" " If it had not been for Latham, I guess it would have been pretty considerably otherwise; Wheatley would have done their business slick clean." Dawn arrived, as all dawns do, and with the dawn a report that we were " progressing particularly d—d fast to Stonington;" we went on deck, and had the satisfaction of passing that town *just as our ship was seen standing in from the offing.* Could I but have known of the motley crew that in the dark I had to deal with ten hours before; could I have ascertained the half-drunken state of most of them; could I have found out, that of a crew of forty-three fifteen were captains, and obeyed no one; could I have dreamt that they would kill and wound one another—for several were shot, and not a musket, pistol, or gun, was fired by us—I had tried hard to return them that night (lame duck as I was) a British touch for a Yankee trick.

Soon after we got on deck, I witnessed a curious result of the superstition which is so strongly characteristic of British seamen. Lad-broke, a fine old quarter-master, was kicking up the " devil's delights," as the Yankees called it,

on the top of the corn in the hold, chasing the poultry "slick clean away," from one end of the hold to the other; presently a black hen flew on deck, and as fast as herself flew Ladbroke, forward to aft and aft to forward again, running over the Yankees (who tried to seize him for daring to come up without leave), under the windlass, down into the cabin, up again, the hen always leading; when just as she was in the act of escaping death at his hands for a more lingering one in the water, he caught her by the wing, and with an oath wrung her head off, throwing first the head and then the body overboard, saying, "Ah! flutter and come to life if you can, you old bitch; directly I saw you I knew you were a witch, and if I could but have caught you before, none of this ill-luck would have come to pass." The great ill-looking prize-master (if any one among the number could be so called, where none obeyed the other), and who in the sequel proved to be the Captain Wheatley, of whom *such honourable mention* had been made in the night while carousing under our hammocks, kicked, beat, and abused poor Ladbroke for his pains: I ventured to remonstrate, for which I was laid prostrate *by* such a blow! Swords were drawn on Wheatley by Latham and others. My spirited young *mid*

leaped at him like a tiger, and planted both fists on his face, when we were forced below. I have reason to think we were a second time in jeopardy, for a long scuffle took place on deck, and the fierce passions of the combatants were only appeased by an arrangement for a duel on shore, which I afterwards heard took place.*

We were towed up Mystic river or creek, I think about eight miles, to a village of that name; and as we passed each house, were received with salutes of musketry, cheers, music, and wavings of flags and handkerchiefs. At Mystic we landed without our hats, and but for Latham, and Burrows, the owner of the cutter, I think it not at all unlikely we should have landed in buff. Here we saw Wheatley's mother, an Amazon, little less terrific than himself.† The following anecdote told to us of her may serve to illustrate both their characters: "The son when a very young man went over to Fisher's Island to fight a duel; the mother heard of it, and sent a messenger to the rendezvous with a winding-sheet,

* The Americans are fond of duelling, and prefer rifles to any other weapon.

† If there is a man for whom I ever had dread, it was this man; I am disgusted with my very species when I think of him.

and directions either to return in it himself, or insure the use of it to his antagonist."

Our friends having recovered our hats and mounted us, we rode away for New London, where the scene was changed. From all the upper inhabitants, excepting only the men in the offices of government, who were all Southerners (democrats), and who in point of fact were the only persons above the mob that really hated Englishmen, we experienced kindness, commiseration, consideration, and hospitality. But notwithstanding all these good-hearted people could do, they succeeded in obtaining but few of our things out of the clutches of that wretch Wheatley. The authorities were lukewarm upon the matter; and this fellow and his followers (for there were two parties) being lawless themselves, defied the laws; for the laws are not all-powerful in the United States!

By some of the worst of the lower orders we were occasionally abused, and now and then had a stone or two thrown at us, but not overtly. Complaint was sure to lead to no redress, for on one occasion I caught the party. Such things are natural and indigenous to the soil.

My men were given apartments in the jail, the doors of which were always left open: they were

hourly visited by persons who offered them large bribes to desert; but, to their credit be it said, they all but one spurned the idea.* The Irishman, who was wounded in the knee, and otherwise a worthless rascal, was the only one who remained behind, although for two months exposed to the most enticing offers in this land of liberty.

God defend Great Britain from such a state of liberty!

A few scraps of memorandums have hitherto been of service to me in bringing my recapitulation to a head thus far. I am now obliged to go on, trusting entirely to my memory, although I once had the whole in the form of a journal. Dates therefore must be omitted altogether: suffice it once for all to say, it was all during the war with America. Off New London, Poictiers in company, at anchor—some small craft in sight up the Sound—asked for a boat—granted—poor Geddes, second lieutenant, put in a claim of seniority—got permission to go under him—two cutters manned

* Many of my brother-officers are aware there were some few ships' crews on that station, not a man of whom, similarly situated, would have returned on board.

—went up to a creek between New London and Seabrook—examined several smacks—found them all fishing-vessels—landed to try for fresh meat—commenced returning against a fresh wind in our teeth, flood-tide also against us—rowed close in-shore to get into the slack-water—saw a lobster-pot—began to ease it of a few lobsters—a Newfoundland dog (I remember seeing at New London) jumped over the sea-bank, tail an end—barked, and ran off again—guessed he belonged to some one at hand—shoved from the beach but had scarcely winded the boat when a volley of musketry saluted us from a whole company of soldiers, who appeared on the bank at about thirty yards' distance—no harm done—row away for an offing—another volley (fired fool-like, by word of command)—row away—observed an awful-looking field-piece drawn up on the bank or sea-wall—a shot, a miss—row away—musketry at random—another shot, another miss (came in a good direction, though)—felt the wind—made every man turn pale—gave orders to keep their eyes on the flash, and drop when they saw it—another shot—all hands down before it came, or verily believe it would have capped some of us—“row away, my hearties!” (nervous time while the gun was loading)—another shot fell

short, but rose again and shaved us close—gave them three rattling cheers, gained courage, fired a musket—Yankees all bobbed under the bank—another shot, another miss (but wet us all over)—a louder cheer—stuck the pendant up—musketry felt short—a most unaccountable long pause with the gun—might have doubled our distance, but the momentary expectation of a shot paralysed the efforts of my men—another shot, another miss—a cheer still louder, and away the boat seemed to fly, and so on until we got out of gunshot, after having been a moving target for eleven of them, and, making a guess at the numbers on the bank, about ten rounds of musketry from at least one hundred soldiers, perhaps one thousand bullets, none of which had its billet, or did harm to anything but the oars—joined company with the other cutter, and lay on our oars to *splice main brace*.* Poor Geddes (whose melancholy end I shall by-and-by relate) was about five hundred yards to leeward of me, and not being abreast of the spot, was not honoured with a single notice. Had the commanding officer only shown himself and his strength, and called upon me to surrender, I

* Serve out grog.

should have thought it an act of madness to have tried to escape.

Arrived on board—found Sir John Beresford there, who it appeared had called all his youngsters aft, to guard them against what he was pleased to call our folly. Now it happened that we had often been up and down that part of the coast, without ever having been molested before; our being in shore was natural by reason of the tide, and having to row at least ten miles; our robbing the lobster-pot was nothing new, and was the natural consequence of coming across it; at any rate I was not commanding officer. Heard afterwards that Decatur had watched us, and sent to have us waylaid on our return if it happened before dark; also that the long pause in the firing was because the match went out, and they had to send *slick clean away to a farm-house, a pretty considerable distance of a particularly lengthy mile, on one of the gun horses, that progressed tarnation slow*, for a light. Fools! with one hundred muskets at hand, the whole of which might as well have been turned into matches as in firing at us, for the good or harm they did. The papers were full of this “defeat of British barges;” and as it was the first time the Connecticut militia were

in action—actual action, their bombast may be forgiven as cordially as I forgive their missing. My good star was on the meridian this day.

A schooner seen—a boat despatched in chase, which ran her aground—crew escaped on shore—tide rising she was easily hove off and brought to the ship—desired to make fast to a vessel astern—it was intended to exercise the guns next day. Poor Geddes went on board with thirteen men to relieve the other crew—I went towards the shore with a flag of truce—when about half way observed her blow up with a terrible explosion—all hands but three, who were on the topsail-yard, went to kingdom come, and those three are cripples for life. Geddes was an honest blunt sailor, a good servant to his Majesty, and an old and valued messmate. I fancied the officers of the United States appeared different; there seemed a restraint upon them. Decatur asked me if I knew what the explosion was; I truly answered I did not. I am unwilling to do his memory an injury, but I cannot help thinking that he was fully aware of the thing. It was reported that a reward was offered by government to any one that should succeed in destroying us; if so, this might have stimulated private individuals to undertake it, at the risk and ex-

pense they did. Suppose we had boarded her, as we frequently did others, before and after, in the darkest nights? we were generally on board in less than a minute after we discerned the object. The crew would have had no time to escape—and confession would have arisen from the love of life; for with any length of time in possession, the hatches assuredly would have been taken off. I cannot help thinking that government officers, and enterprising ones too, were concerned; and if a reward was offered, the *onus* is still with them. She was fitted with common gun-locks secured and cocked upon trains of gunpowder, lanyards attached to the triggers, and fastened at the other end to the hatches. Geddes was the first to take them off. It was miraculous we did not take her alongside; our sails being loose was the only reason: there can scarcely be a doubt but that she would have set fire to the ship, if she had not drove her side in; and at any rate, the port-holes, the channels, the gangways, and every approachable part of the ship, would have been occupied by all hands, to see the hatches taken off, and the contents of this Pandora's box.

Our own practice of using fire-vessels against our enemies is unfortunate and notorious; but

they are noble instruments when used in comparison with such a thing as this. These vessels give due notice of their coming and then are generally navigated with admirable dexterity under every danger and disadvantage—requiring the most exertion of nautical skill and the greatest display of firmness and gallantry. They are sent wherever destruction of human life is the object: and where, if the ships they are meant to destroy cannot escape, the crews always sail. But this thing would have taken six hundred lives, not one of whom a second before thought death so near; and not one of whom would have had time to say, "God receive the soul of me, a sinner!" To the credit of the inhabitants of New London, I may say the whole of Connecticut, universal indignation, and a sense of shame and sorrow, were the general feeling. She came from New York by the way of the Sound, about 100 miles from New London.

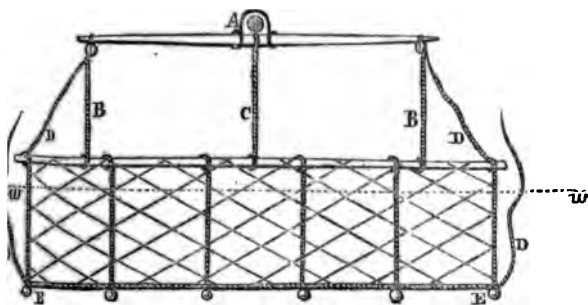
Sir Thomas and Sir John Beresford went on shore at Fisher's Island to take a ride—observed from the ship a sloop standing across from the main toward the island creek, full of people—suspected a Yankee trick—boats manned with surprising alacrity—never witnessed more enthusiasm—dashed off amid the cheers of the whole

crew—turned out a false alarm—a party, principally of ladies, on pleasure—brought our parents on board; for such was Sir John also considered by his crew.*

Torpedoes, worse in anticipation and in guarding against than they can be in reality—kept rowing all watches at night round and round the ship, two boats at a time—thermometer sometimes 50° below the freezing point, 18° below zero. I formed a guard or trap for them, which Sir Thomas was so satisfied with as to have made. To those similarly situated, make a net of inch-rope meshes, about a foot each way; bring it to a yard, as square or squarer than the spritsail-yard; suspend it with round shot as sinkers, sufficient to cause it (as nearly perpendicularly as may be) to stem the tide you may be exposed to; lower it parallel with the spritsail-yard, keeping the net yard out of the wash of the water, (which will be tolerably smooth when the torpedoes are attempted to be put in practice,)

* A bad fashion obtained in many of our men-of-war of polishing every thing made of iron. Barring a little necessary copper about the binnacle, covers of carronade-screws, the screws themselves, and the fire-arms of the men, there was nothing so polished, bright, or brilliant, about these men's ships as themselves.

an out-hawler at each yard-arm and one rope in the centre would be sufficient : have a guy leading from the net yard-arms to the jib-boom end, and, if necessary, two or three additional to the shot ; let the net be loose and baggy in the centre, and hang about five feet below the surface, and the ropes to which the shots are suspended independent of the net, and a-head of it. The following representation may convey a more correct idea of its structure.



A, denotes Spritsail-yard ; B, Out-hawler ; C, Sling ; D, Guy ; E, Shot ; W, Water-mark.

Should the blockaded try to escape, at this moment cut away your net and slip your cable. A torpedo is nothing more than a water-proof cask of gunpowder, with machinery, set to go off

when it has run a certain time. It is supposed that it either has grapnels, so as to cling to a ship's cable, or that it is veered astern by attendants in a small boat, who holding on to the ship's buoy (if she is imprudent enough to have one), or otherwise placing themselves right ahead, can do so easily. I am certain my net would catch them, and I do not apprehend much damage, if they should explode so far from the ship. One blew up close to La Hogue after we left, and it was supposed that a great many had been sent at us, not one of which succeeded.

We had a cage rigged in the cockpit, and all the Yankee prisoners we took at this time were clapped into it, and on every flag of truce were shown to their friends. It only meant to say, "Blow us up, we'll have goo— (I had nearly said good) Yankee company." The implements used for our destruction most fully authorised this proceeding.

It came to Sir Thomas Hardy's ears, that Commodore Decatur had said, if the *Ramiliés* was out of the way, the *Statira* and *Wasp* should not prevent the *Macedonian* and *Hornet* from going to sea. As to size and weight of metal, the *Statira* and *Macedonian* were sister ships; the *Hornet* was a few tons larger than the *Wasp*.

I was sent in to ascertain if such was the feeling; the answer (as far as a Yankee could be construed) was affirmatory.

Sir Thomas Hardy is not a man to stand at a trifle when his nation's honour is at stake: he longed, with every Englishman, to get back the only trophy that remained to them of their success against our frigates. Captain Stackpole was on the alert as well as Captain Mends. Sir Thomas had an awful responsibility, but most nobly did he maintain old England's honour. The result was, after the most mature deliberation, a challenge on the part of Captain Stackpole to the Captain of the Macedonian, and Captain Mends to the Hornet's, man for man and gun for gun; I was sent in with the arrangements on our parts, and to bring out a list of crews from their sides. The Hornet was declined at once, but the other affair went on, and the complement of the Statira being *one hundred* less than the Macedonian's, that number of men with officers volunteered from the Ramilies; I believe one and all volunteered, but the first Lieutenant (our old St. Maringo acquaintance) was chosen; and these men actually went daily to their stations on board the Statira.

A demur arose with Decatur, and I was again

sent in to say, that Sir Thomas Hardy would take Commodore Decatur's word that he would not come out himself, or interfere in the United States; and he, Sir Thomas, engaged to go out of sight of land on the day of the intended fight, which it was proposed should take place off Montang Point, about five miles at sea. What could he do more? After several more flags of truce, and dilly-dally shilly-shally work on the part of Decatur, the thing was concluded against all our hopes and wishes by the following message: "That it could not be done without permission of Congress, which was to meet that day six months." This is called at St. Stephen's chapel, getting rid of the thing altogether.

I saw many of my old friends on board Decatur's ship, and went more than once all over her: there was nothing new that I observed, except a helmet for boarders over each gun. A ship can be but in fighting order, and she appeared so most fully.

During our blockade at New London Sir George Cockburn arrived, and shifted his flag from the Sceptre to the Albion. While doing so, the Victorious came in sight; our master went to pilot her in, ran her aground in fine weather on a large island, half as large as the Isle of Wight.

Sir Thomas experienced great uneasiness, feeling himself in a certain degree responsible; it was an ignorant business, and but for off-shore winds she would have been a wreck. My young friends should take warning from this, and never attempt things they are not competent to perform.

Morning watch—thermometer at 18° below zero, wind stormy, N. N. W.—at dawn saw a launch of sixteen oars astern pulling five—being covered with ice, took her for our own returning from Victorious—afraid she had been out all night—went to her in the cutter, found she belonged to the Albion or Sceptre (forget which)—all hands nearly useless—took her in tow—could not reach any ship—up stick and towed her on shore to Fisher's Island, the rocks bounding the harbour of which we weathered *in the breakers*. All hands near perishing—got the crew out—told them to rub their joints with snow—ran for the only medical man in the island—brought him down—found all the crew in a hut, with their benumbed hands frying at a fire—forget how many lost fingers and toes—remained all day—returned on board next evening—beat on board, oars being of no use, men's hands so benumbed—got frost-bitten myself so badly in my toes and fingers, as frequently to feel its effects now. I was

hoisted out of the boat, and believe my men were also—did not wait to see—Sir Thomas much pleased with me on this occasion, but said the Admiral disapproved of my taking the boat on shore—Where else could I take her?—five minutes' more perseverance in trying to reach the ships would have caused our being driven on the rocks, which we but narrowly escaped—How I wished he had been there to try! Our boat when we arrived on board was actually deep with ice, every sea having rapidly frozen as it was shipped; and in tacking, the sail was like a wall, and was with great difficulty handled.

Innumerable were the chases and captures made in the boats, but they were never attended with much risk or difficulty. The barge was my boat, she was fitted for chase, and was a clipper. Sir Thomas was a great man on great occasions, but always nervous and unhappy when the boats were away; we got them sometimes for vessels in sight, and stopped away days and nights, causing him (it would be tedious to relate how often) many a sleepless night; a certificate of his in my favour among other matters says, "and took and destroyed, by skill and exertion, a great many vessels of various sizes and descriptions, while

my ship blockaded Long Island Sound. What were we to do with all these vessels and their cargoes? they were too small to send to France, and too many to permit of paying for and selling; had they been large enough to be sent home we alone blockaded the Union States (not to speak to ourselves), the Massachusetts and the Florida. They were usually ransomed—*for every pound of one transaction will answer for a hundred pounds in chase*—took a fine large sloop, and a smaller sloop—ran her on shore, got possession of her, and with combustibles always ready to hand, after Geddes' death, under fire of her guns, a cannon from below said, "Stop!" the captain came up—out anchor—bore her off a few paces, and 500 barrels of flour, bound in kegs, and splendidly fitted up with machinery, were put to an anchor. Captain von Meusebach would redeem her—did not return, and we exposed her to a Yankee frigate, who brought a large sloop alongside her, when I had to call to the *Flour at New York*, undergo inspection, and according to its quality it obtained for market price by some authorised officer. I think there are three brands—superior, superior, and first. I forget the variation in price. All the flour of this sloop was marked as the *best*—but our

friend planed the marks out, branded every cask with the highest brand, and sent his sloop to Rhode Island. A Yankee trick this, which, not injuring us, amused me mightily—dog lick dog.

Heard of torpedoes being sheltered at Stonington—our ship, the Pactolus, a bomb vessel, and the Dispatch brig, ordered in to give them a little dressing for harbouring them. I took charge of the Dispatch from the offing—passed the ships in style—hailed by Sir Thomas, and asked if I could take her right up to the town, which I had passed on the morning after my capture—answered yes—proceeded on—suddenly, and to my great surprise, the captain chose to anchor and go on board the commodore—felt, and I dare say looked, like a fool, as it seemed my doing, in the sight of two ships' companies, too—weighed again, and went on—very shoal water—nothing but the brig could get near enough to reach the town at Point Blank, and her carronades seemed to do no execution against a two-gun battery. The brig was fairly beaten off, and a great number killed and wounded by two raking shot. Ramillies' shot plumped on shore at a great elevation—gave them a few rockets and some shells, and having given them a lesson for shel-

ing torpedoes, came away.* On another vision went in chase, and at sunset took a sp, about thirty miles up the Sound. Flood making, and wind against us, seeing we it be out all night, took out the owner and chain of the sloop to pilot us into Sag harbour and it rather an intricate and shoally navigation, and several miles further than I had anticipated—began to waver, and think of returning, in the mid of the boat in company, having a to get, urged me to go on—arrived at the quay—found several coasters aground—ed, and for amusement turned to, to set fire ne of them to windward of all the rest—urbed by a call to arms—and a gun from a ery—rascally pilot (who had given us leg- in the dark) swore to me there were no or troops—set fire to the sloop, the tide ing rapidly, made for the outside, and after nding many times, luckily got out before ight. Heard afterwards there were four ycombed guns, and two privateers, nearly

The militia, many thousand strong, watched our proceedings just without the town, and were well prepared event a landing, which was not our object.

ready for launching—might with all possible ease have taken the fort, which had no men in it at the time, spiked the guns, and equally easily might we have burnt the privateers;—it would have sounded very well, and many a more trifling thing, well told, has made a man.

In an old account book, I see a memorandum of a pair of skates paid for to a Yankee captain; brings to my recollection the singular manner in which our squadron carried on the war for nearly two years. Not only were the ships found with beef and other provisions, but the most trifling things that we wanted, even to a pennyworth of shoe-ribbon, books, &c. &c. we had from New York.

Sir Thomas gave licenses to a few coasting vessels, whose occupations in buisness were between Rhode Island and New York; and who had no chance of escaping our boats, or our ships, as we lay exactly in their track; the only exaction on our part was, that they should call in the night, and bring whatever the purser wanted for the ships, and the officers for themselves, for which they were regularly paid; the remaining part of the vessel they were allowed to load on their own account. We had several islands, that, with a little precaution, were as

safe to us, as if they had been off the coast of Cornwall, (and my skates were for use on the Lake of Fisher's Island); we were in the habit of landing and exercising field-pieces, and of amusing ourselves with our fowling-pieces, until Decatur stopped it by secreting two boats' crews, who took two of our officers. With respect to supplying us, Yankee foes are always good friends if it suits their purpose; I have little doubt, however, that our own coasters similarly situated would have done the same for the "lucre of gain."

At length we took our departure from Long Island Sound, leaving our friends in charge of La Hogue, and proceeded to the Chesapeake, where we arrived in time to come in for a share of prize money resulting from the brilliant exploit of Sir James Gordon at Alexandria. Went up the Potomac to cover his retreat if wanted; a fine fleet of prizes he brought down with him.

Washington destroyed—a brilliant affair—some of our fellows ought to have been there to have wiped off some of the scores that were chalked against Jonathan for poor Geddes and his crew. Proceeded to Baltimore landed with 100 seamen drilled to musketry—joined one of the brigades consisting of the 4th, 44th, a batta-

lion of ship marines, and 300 seamen. Poor General Ross passed us, in less than an hour after we began our march, in a dying state—his death cast a gloom over us all—we never recovered from it—never was such sorrow witnessed as was apparent in every soldier. Marched, I think, nine miles—most uncommonly hot. There were still left among the old jacks of my company, some of the regular old-fashioned long tails, all of whom dropped from fatigue—came to a wood with high palings fronting a large field, within which the enemy were strongly posted—our brigade formed on the right, and fronting the enemy's line, halted a little—put my men in mind of Geddes and crew—regret to say revengeful feelings very much actuated me that day—we had got hold of the right sort of Yankees, the Southernns, who cordially hate the English—ordered to charge—light brigade advancing at the same time by the high road—the soldiers kept a better line than we did, and somehow went faster—got in a rage—could not get my fellows to run—thrashed and kicked them—no use, they did not like it, out of their element—got almost in a frenzy—ran on in front of soldiers, to try and force them to follow—called them all the cowards of

cowards—no use—they had nothing to gain—
(I wanted a commander's commission)—one of
the first in the wood—the Yankees received us
with a well-laid-in fire, and did not quit the
palings until after many of us were over—got up
time enough to see Captain De Bath of the 85th
gallantly take a field-piece—(Why would not
my fellows run ?) I have said I was actuated by
bad passions, even before we commenced our
charge—the conduct of my men tended not a
little to increase them, and not only did they go-
vern my thoughts and guide my hand, but, as the
following fact will make it appear, blind my eyes
also. Within a very few yards of the palings
over which leaned the enemy's muskets, and after
we had passed the line of the scattered sharp-
shooters, I came suddenly upon a young man in
a long coat with a musket—in an instant I cut
at him, and his hand went up and received the
blow—I had hardly done it before it flashed
across my mind that he was an Englishman,* and
that he had offered no resistance—'twas the ope-
ration of a second only—in a few more I was in

* And so he turned out to be—he had volunteered with
the light infantry—I cut his arm severely—but a shot in his
body caused his death—nothing ever so much distressed

the wood, and among the enemy, who only then turned tail. If they had but resisted a little longer, there would have been rare work, for the 4th would have been in their rear, and we should have been all well in in front. I forget how many of the Ramilies' men we had rendered useless—I think twelve. By Colonel Brook's despatches the Americans had one thousand men hors de combat.

If my memory serves me we had eight hundred seamen on shore, and two lieutenants to each hundred; Captain Edward Crofton commanded the whole, with a commander under him to each brigade. He was pleased personally to thank me for my conduct, and to report it to Sir George Cockburn. He sent me his sword, with an assu-

me and weighed upon my mind as this—it seemed a visitation on me for not keeping my passions under control—for allowing myself to be roused to such a state of madness—because my men, who went as well as their neighbours after all, did not go and do exactly as I wished them. My sensations have been acute and painful on this matter—of all my actions this is the one I would if I might recall. Poor young man! my share, if I had any, in thy death, was purely attributable to accident and circumstance, and as far removed from intention as that of the babe unborn.

rance I should soon want it for my commander's * rank. How was he disappointed! and how have I been! N'importe—I yet retain the sword with the occasion engraved on it—I shall leave it to my son, with a strong injunction never to draw it unless his country is invaded. After halting at night in the wood we had driven the enemy from, we marched next day for Baltimore, and arrived close under Chincapenny Hill, which is over the town, a few hours before dark. It was deemed too strong for us, and the co-operation of the fleet being impossible, at about twelve we broke up and commenced a retreat—halted in the morning to breakfast, in company with our companions of the first night's rest, the dead bodies of our enemies in the old wood. After breakfast I was ordered to take charge of twenty wounded men, and to embark them at a place called Bear Creek, which we gained with difficulty—I had only eighty men, and the distance was three miles—four men only to one wounded man, and all were carried in blankets—it had rained all night, and was then showery. Captain Badcock, who commanded the boats, wished me

* Lieutenants have black-handled uniform swords—commanders and post captains, ivory.

to embark (there was plenty of room), but I had no orders to do so—embarked the wounded and two or three of my own men rendered hors de combat (of which more presently), and retraced my steps, having been absent at least three hours.

Our astonishment may be conceived on arriving at the wood, not to find a vestige of our little army—saw at once it was intended by the Admiral and Colonel Brook that we should embark—fault not with me—I had no orders, and was not to be supposed to know what the big wigs were going to do—otherwise, think I should have cut my stick and bolted. What a situation for eighty jolly jack-tars, two lieutenants, and four midshipmen! Could the remarks made by the men, during a little debate upon what was to be done, have been all committed to writing, there would have been no want of amusement in this little history—Allons! We had a horse, with a saddle and halter, but without bridle or girths—I wanted Hay (then Lieutenant) to mount him—no! nor would one of the mids—I was therefore obliged, for sending one of the men would not have insured the protection we wanted. I was giving Hay directions to keep on at *double* quick time as fast as the men could be got along,

when we saw several horsemen coming towards us in the wood, and looming very large, *formed into a solid square*, which proved to be some of our own artillery-men, loaded with poultry, and who no doubt had plundered horses and all—these fellows said the army had been gone two hours—they would take no message for us, meaning of course to steal back by a round to their company. After charging Hay to keep a good look-out, and show a front if cavalry appeared, and encouraging the men, by telling them it would never be suspected they were there unsupported, I set off at best pace—at a rough guess I went four miles before *I made* the rear-guard—told my tale—officer could not stop without orders—forward again—to another—another—and another—could get nothing done until I arrived about the centre, where I found the Admiral and Colonel Brook, the former of whom laughed heartily at me, and the latter ordered a halt—I asked for a little retrograde movement if a few companies could not be granted—no!—I returned again to the *rear-guard* of our band— and found them looking like anything—not one but had been head over heels half a dozen times—all with shoes and stockings in hand—but all in good-humour, and all well together—they had

halted twice on seeing a few horsemen, and just as we reached the proper rear-guard, sufficient cavalry showed themselves to induce the Colonel to form, and show a front to the left—my fellows were as much on the alert as any of the troops, and if there had been work at that moment, such good soldiers had they become by experience, and *so long holding the post of honour*, I believe there is nothing they could not have done. In consideration of the more than ordinary fatigue we had gone through, the whole army was halting until we got in front—to be sure we cut a curious figure—not a man among the troops—but by this time knew what had befallen us. The gibes and jeers were innumerable, and some of the retorts not bad—Why hallo, Johnny? what, left behind in the long-boat? There's a rear-guard for you! will you have a tow, Jack? trail your handspikes and make more sail, &c. &c.—We were embarked the first.

We were before Baltimore from an hour or two before sun-set to nearly twelve o'clock. We had all taken our view of the fortified hill, which it was presumed we should attempt that night to carry by a coup de main. We had seen lines over lines manned with troops, and the hill covered with the population of Baltimore,

ot excepting many well-dressed females. For myself, I had gone over my past life, and felt how unprepared I was for the fate I that night expected. I began to turn the matter over ; but gave it up, from a sensation that repentance, to be effectual, must not be upon the spur of the moment, and that moment the one of danger. It rained cats and dogs ; but sailors are not bad managers, and my fellows contrived to keep up a roasting fire. After listening to their yarns, and revolving many a past event in my mind—after having travelled over the Atlantic, and given my thoughts to all that were dear to me—I at length fell fast asleep. How long I slept I know not ; but I was awoke by the most heart-rending groans I ever remember. I found it proceeded from an unfortunate man of my own, who had strolled away with another, and had dropped before he could reach our fire. Having brought a surgeon of the 44th, I think, he administered some strong medicine, and the man (George Dent) vomited plentifully. The doctor said he had swallowed arsenic. The account both men gave was as follows :—They had arrived at a farmhouse : asked for drink—got none—a tall man came in, and asked if the landlord had any poultry to sell—said he was Admiral Cockburn's steward

—had a leathern bottle with him—offered them a drink. George Dent drank largely; but a row and sound of voices outside made them both run away. They were with me within one half-hour from the time he had drunk; but the pains seized him in five minutes; and he had been almost carried by his comrade. I was desired to write an official letter to Sir Alexander Cochrane on the matter, which no doubt is to be seen in his letter-book. I took my men afterwards by order on board the *Severn*, I think Captain Nourse's ship, to see if we could, among two hundred prisoners, recognise the caitiff. George Dent never fully recovered.

War, which is at all times sufficiently terrible, has, by the aid of new and horrid inventions, assumed of late years an aspect infinitely so. The introduction of gunpowder reducing every fighting man to an equality, the practice of individual skill and personal prowess was at a blow annihilated; and although a brave and intelligent officer may still lead on his followers, and set them greater examples of gallantry; yet, from the invisibility of the leaden messengers, and the precision with which they are sent, he may fall by the hand of some ignorant clodpole, whose musket and bayonet secure him from almos

very effort of the sabre. With the introduction of gunpowder died the practice of chivalry, which even in general battles influenced the combats of individuals, tended to exalt the minds of most men at arms, and frequently stopped the unnecessary spilling of oceans of blood: bombarding cannon superseding battering-rams, shells from bombs that at one explosion destroy fifties and hundreds, taking the place of stones from slings, missiles comparatively harmless; leaden bullets succeeding the use of the arrow and the javelin; and nothing now remains to remind one of the gallant deeds of our forefathers, but the helmet and breast-plate, the lance and broad-swords of our dragoons.

Of late years came experiments upon simple gunpowder; and, in our country, with sorrow and almost shame I say it, the implements of destruction through its means have arrived at a most murderous height. Our catamarans, that were to burn the flotilla at Boulogne, afforded to the Americans example and excuse for the use of their abominable torpedoes; the hand-grenade, fire-ball, and stink-pot (so yclept by all jack-tars), of the French, for destruction by sea, were followed by our shrapnell-shells and our Congreve rockets, for annihili-

lation by land. In America we were kept in fear and alarm by the expectation of a visit at our anchorage of a terrific machine, described as a steam frigate covered over, bomb-proof, round at the top, and having no possible spot a shot could penetrate to do injury but the port-hole, and that only allowing room for the muzzle of the gun to play. I forget her dimensions, but was informed she was lined with layers of cork between her outside planks (of enormous thickness), and skin both above and below; that her timbers were doubled to give greater space for filling up; that her wheels worked under her; and that, as a guard against boats, she had pipes resembling those of our fire-engines, by which at pleasure could be let off in any direction, in a variety of places, tons of boiling water wherever the conductor chose to point it: there were other appurtenances, such as pikes and scythes, that worked in and out, and cut about, all by means of the engine. She has no doubt been seen by many of my countrymen, and possibly my information is not to the letter correct. I give it as we all heard it, and can only say there is no reason why she should not be all and more than is here stated.

Will not such things as these materially alter

in maritime operations in another war? What red-hot shot (always dangerous to use on board ship) can possibly be effective against such vessels as this in smooth water? What next will be invented it is difficult to conceive; but most devoutly is it to be wished, that every mode of warfare should be considered contrary to the laws of nations, but round shot, grape, canister, and shells, the last of which I reluctantly add. Away with your fire-vessels, catamarans, torpedoes, and catch-traps, your Congreve rockets, shrapnells, fire-balls, grenades, and stink-pots! Let war be carried on nobly and honourably by those whose business it is to maintain their country's cause. The landing of troops or the marching an army is affliction enough, and must be attended with misfortunes to the innocent inhabitants under no man's control, but even in an enemy's country let it not be increased; let us have no harassing or distressing harmless and unoffending individuals, no injury to private property, no plundering, no robbing: let us, in short, have nothing permitted that would engender hatred between man and man, and lead to assassinations in cold blood, either by gunpowder traps, by steel, or by poison.

Ordered to Jamaica preparatory to an expe-

dition to New Orleans. About a twelvemonth before, and after my return from having been prisoner, I wrote my Lord Castlereagh a long and particular account of New Orleans, pointing out its importance to Great Britain, and finished by saying, what was true, that universal surprise was expressed wherever I happened to dine, that we left that town unattacked.

New Orleans is a large and flourishing town from its situation it almost commands the trade of the Gulf of Mexico; it exports immense quantities of cotton, being the only port for the produce of the back settlements to find an outlet. It is close to the Floridas, and above all has communication with the other states but by the Mississippi; by which river are conveyed to the habitable parts of Louisiana and other back settlements, implements of husbandry and other manufactured goods.

It will naturally be supposed I was not a little delighted at the idea of this expedition. It is a shocking tale to tell, and has been often told already. I shall therefore content myself by stating, that the failure of the expedition is to be mainly attributed to one man. The *Ramillies* was one of the first ships that rendezvoused at Jamaica, and the commonest negro boy knew ev

before we arrived that we were going to New Orleans. The dispatches to Admiral Brown to prepare provisions, troops, &c. &c. were opened by the next in command, the Admiral being dead. A Jew of Port Royal despatched a schooner direct to New Orleans with information to General Jackson three weeks before we arrived, and we were in Jamaica three weeks before we sailed; they had, in short, at least ten weeks to prepare before we made our first landing. One of the magazines of the day (I think the inimitable, Blackwood) mentioned some further particulars; namely, that the Jew was sent for by an officer, and asked his opinion; that maps were displayed, and conned over; and that the Jew got ten thousand dollars for his share in our defeat. I knew the thing was talked of before we arrived at Kingston. Of all places quite unprepared for an attack, and easy to be carried, New Orleans was the easiest; but with preparation it became the most difficult; therefore it was more necessary that it should be attempted by surprise, and carried by a *coup de main*; consequently secrecy, the utmost secrecy, caution, and dispatch, ought to have attended our operations. As it was, had not our troops waited for landing the reinforcements as

they kept arriving, and had not general officer after general officer continued superseding one another; in short, had my friend Sir John Keane gone on as soon as possible after landing, as was his intention, it is supposed the place would have been carried. Except for the honour of our army and navy, and for the useless loss of blood, it is, after all, of small importance; for no doubt it would have been given up, as was everyone of our hard-earned conquests that was worth keeping. How easily English diplomatists, generally speaking, are gulled and thrown over by all others! Is it that, free of guile ourselves, we suspect none in our neighbours? Poor innocents! we are always done somehow. I cannot help thinking that the custom which of late years has obtained, of giving and receiving splendid presents of diamond snuff-boxes, is bad policy. A man who receives a box worth 20,000*l.* would hardly know how to refuse the donor a little island or two, or a small slice of continent—a garrison town or so; or, at any rate, if he did, he must of necessity be puzzled with what grace to do it. Were I ever to be invited to become a member of the administration, if I got the foreign portfolio I would be mum enough; but I would not accept either of the other berths, unless it were

understood that we shared all vails in common. New Orleans would probably have shared the same fate as Martinique, Guadaloupe, and many other really valuable and important places.

Nowhere in the world has the determined bravery of our soldiers appeared more forcibly ; nowhere have they shown with what constancy they can endure fatigue and privations of every sort, under the most harassing, the most distressing events ; and nowhere has there been such slaughter, such havoc, under such circumstances, as before New Orleans. The gallant storming of the fort by Colonel Thornton and the 85th, and the splendid affair of the gun-boats under the direction of Captain Lockyer, were the only successes attending operations, in which from two to three thousand men were rendered hors de combat, and where the enemy, except in their gun-boats, did not lose fifteen.

We went back to Jamaica before the thing was quite concluded at New Orleans, took charge of the convoy to England, and touched at the Havanna, where my kind friend Sir Thomas advised me to exchange into the *Nymphe*, Sir Alexander Cochrane having told him I was the first on the Admiralty list. I always listened

to his advice, although from not returning to England this time I decidedly missed promotion. I did all for the best. I forget how long I was in the *Nymphe*, perhaps eight months, during which time we were three times nearly running ashore, all from not having a time-keeper on board. On the first occasion we bore up too soon for the Spanish main, and passed to leeward of one of the sands bounding the Mosquito shore; on the second, we passed a rock in three and a quarter fathoms, land dipping, in a heavy swell and nearly calm, off the entrance of the Gulf of Darien; and on the last occasion, going eleven knots, might have thrown a biscuit on one of the Colerados. All this was new to me. Sir Thomas Hardy was the most attentive navigator.

I am at this moment running with a fine wind for St. Kitts and Nevis, after having experienced five weeks of heavy westerly gales, making the voyage several weeks longer than I ever have had the bad luck to experience before, and to which alone, "gentle reader," you are indebted for this omnium gatherum epitome of my adventures; and I am to thank this "lengthy" passage for whatever of weakness, Tom foolery, or egotism, I may have displayed, and for all the lashing I expect for my pains.

trust, however, I have done harm to no one but myself, and the organ of self-approbation being very conspicuous in my pericranium, I can very well do without applause from others.

It will be seen that I have not taken the usual method of auto-biographers to make a book—I have not begun with birth, parentage, and education. I have gone slap to business at once; and to prove how much like business I conclude this epitome, before to-morrow night it will all be nailed up in a box, and I hope shipped in some vessel I may find ready to sail for England, directed to my friend Mr. Valpy (Poor man! I envy not his job, for I have at least twenty pages more to get through), who is to get it out if possible before *my return from Berbice*, and the wilds of South America, where I have important business, and where I mean to outdo Waterton* himself, by riding caymans in their own element, and attacking boas awake, and with a needle.

* Who has not read Waterton's Wanderings? If there are any that have not had that happiness, they have a pleasure in store. It happened that I fell in with one of the negroes that accompanied him in his most desperate undertakings; and before his book was well out of the

A few more words on the revenue service, and I have done. The Marquess Camden having

press (before at any rate I had it), I would have vouched for the truth of his most marvellous adventures. But after all, what was mounting a cayman's back, held by the head by many assistants, to a man who had hunted with Lord Darlington? I too have hunted in Severn's swampy vale, and sometimes in the river itself; what may I then not attempt? Waterton will assuredly be outdone. My first effort will be to attack a cayman in his own element; and if I conquer him, of which there is but little doubt, my pride will be, to break him to the saddle; and if I succeed, how will his work dwindle to nothing in comparison with mine, which will be entirely devoted to the regions below the surface of the Berbice, Demarary, and Essequibo rivers! I am quite satisfied they have been unexplored by any traveller, and my matter, how delightful! will be entirely new—I purpose giving a particular description of all the finny tribe, their colour, the shape of their scales—aye, and not only their noises, but their very conversations. Tell me not then of “Whip poor Wills” and “Willy come goes,” of “Ha, ha, ha's” and “Wow wow wows”—any one may find and write of them, but I will have nothing to do with the land, except indeed, through the agency of my friendly *steed*, I can be directed to the haunt of the very largest coulavanara the woods can boast of; not unawares—not while he rests in his den, gorged with food, drowsy, or sleeping—will I attack him; no, I shall send my cayman to challenge him

kindly interested himself for me, told me I might either go out to India on the Admiralty list, or

to single combat—and I shall make a point that he does not interfere—I'll scorn assistance either before or after I have vanquished him. What's three or four tons of serpent for a man to carry that can ride a crocodile? Dear Mr. Waterton, how pleased I should have been to have met you when I wandered a very little bit in the wilds of Berbice! How much you could have told me I should have been glad to know! What would I not give to have you at my side for the next four months! If you would only let me dress after my own fashion—drink a little grog—smoke some half a dozen veritable Havannas per diem—and wear my boots (just to guard against a similar confinement to your own, of three weeks to my hammock with a cow-dung poultice to my foot), I am quite certain we should get on admirably—for, joking apart, thou art a man after my own heart, always excepting one little affair—That nondescript, Mr. Waterton, come—confess—did you not wet and stretch the skin of that baboon?—did you not with a wooden mould cause the nose to extend a little, a very little bit?—are there no stitches visible?—was there nothing added? Many years ago, in my birch canoe up the river Chagré, I wounded a monkey of the largest sort, which fell at the foot of the tree on which it was gamboling; and never shall I forget its almost human conduct.—It was a female and had a little one, which was killed outright, although I knew it not; when I went to them, the old one seemed not alarmed; it might

have a revenue cutter. Finding promotion was to follow success against smugglers, which was

have got away, but would not—it walked twice round its young one, then took it in its arms, and sitting on its haunches, held it up, and looked at it face to face, as I have seen mothers look, and its moan was such as a mother might have moaned; it set its young one on the ground, then put both its hands upon my knee, then it looked at me so piteously—then it stooped, and put one hand on the streaming wound of its little one—then looked at the stain upon its hand, turning back the fingers with the other hand—smelt it—looked up again and moaned once more—then bending slowly forward until its head almost touched its young one, suddenly and with a rapid motion it pressed both hands to both its eyes, and with one more groan fell forward on the corpse as a mother might fall in agony and grief.—It was badly wounded in the side—to end its misery, I aimed my second barrel at its head, but in landing I had wet the charge—I killed it with the butt, but oh! how hard it was to kill—every blow I struck, it placed itself to receive and ward from its young one, looking at me all the while so piteously—nothing, Mr. Waterton, but sheer necessity, would induce me to kill another monkey.—This one of yours you have tried to assimilate to man. Was the operation a pleasant one of separating its head and shoulders from its trunk? If this had been a nondescript, Mr. Waterton, methinks you would have spared a day or two to save him whole—you did not fancy damaged or imperfect specimens—Take a friend's

o depend in a certain degree on myself, I instantly accepted the latter, always having had a relish for small vessel sailing, and little doubting but that, by activity, I should succeed in making prizes. My cutter was a poor sailing thing. I was stationed in the North

advice, and if you publish another edition of your pleasant, your most entertaining work, sink the frontispiece, and let us have the crocodile scene in place of it. Say nothing about the nondescript: it will be taken as a recantation, and will relieve your work of the only circumstance discreditable to it.

There is a singular and peculiar action in the monkey whenever he finds he has no way of avoiding death, or whenever he is in an agony of misery, and by his manner might be supposed to invoke it. Many facts have been related to me in the West India islands, where monkey-killing is a matter of necessity. When I had been at sea about a year, I had one at the Cape de Verds of which I was very fond: falling overboard, it swam for a second or two, and then shut out the daylight, as this female did, and gave itself up. We were at anchor; therefore I easily saved it by jumping after it. It afterwards died as we approached Halifax, although warmly clothed. The attachment of monkeys to their young is as notorious and proverbial as that of the sloth, one of which animals I diled with a young one almost under similar circumstances, only that its moans were more human while it egged its dying young one.

Seas, where nothing but the largest smuggling vessels did much in the business. I chased several, some that would have given 2000*l.* to my own share; but chasing was useless, as my cutter was misplaced. The admiral gave me leave to try with my men on shore by manœuvring, in which I made half a dozen seizures. But as to promotion, there was only one made every three years on each station, and ours extended to the Downs. The thing speaks for itself; the man³ that might cruise off Boulogne and Calais was sure to take most prizes.

There was one accompaniment to this command which soon followed the clipping system; for from being good 500*l.*, the emoluments were reduced to worse than nothing, which, had I but surmised, I never would have taken the cutter: it followed after I was in for it, and there was no retracing my steps without injury to myself. The very performance of the routine of duty, for a man who zealously endeavours to prevent smuggling, compels him to absent himself for days together from his command, and frequently to send away his cutter as a deception, while he remains concealed with men, to take what would not have come to land had the cutter remained

in the vicinity. A formula was sent to us, to swear to the truth of every proceeding in the log of our cutters once a month before a magistrate. This form we were compelled to sign; therefore saying "to the best of one's belief," when sworn, went for nothing; "'twas not in the bond." Surely the frequency of administering oaths in England tends to diminish their weight and value. A master of a merchant-ship or the merchant, on entering and clearing his vessel with cargoes, takes perhaps some half a dozen oaths, and frequently on matters he knows nothing about. In the London Custom-House I should think they are taken by thousands a day. This has given rise to a common saying with masters on commencing business, "that the first oath they ought to take should be, never to speak truth in the Custom-House." It is devoutly to be wished our rulers would hit upon something less revolting to God and man.

A circumstance occurred to me soon after I took command of the cutter worth relating, inasmuch as it may render my young friends cautious in their proceedings where any thing like party and politics is going forward. The greatest contest for Norfolk took place—I say the greatest, because for the first time Mr. Coke

was beaten about this period. During the very heat and height of the election, I received, by the same day's post, four letters from friends who had interested themselves at the Admiralty for my promotion. One from my Lord C——n, asking me to give my eight votes to Mr. Wodehouse; another from Sir John Beresford, rowing me well, and telling me not to let whiggery get the better of my judgment; the others were to the same purport from two M.P.'s, who begged me as a favour to themselves to send the eight voters on board my cutter to Norwich to vote for Mr. Wodehouse. I had not one single voter on board. I had mustered all hands for the very purpose of doing what I conceived my duty; but there were only two men free of the borough, and not one of the county: I had not interfered in the least.

I soon found out it was from Mr. Wodehouse's committee information had been sent to the authorities so utterly without foundation. Mustering my crew, landing, and marching to the town-hall, to prove to them I had not a county voter on board, I made my appearance before the mayor and corporation, who formed the majority of the committee in the ministerial interest; and no one will be surprised that my indignant feelings

got the better of my judgment. In my cooler moments, I had reason to thank Providence that the conduct of that committee, *who fathered the matter as having emanated from the whole body* (thereby screening the individual), prevented me from endangering, perhaps for ever, my peace of mind, by committing, while under the dominion of bad passions and revengeful feelings, a crime against the laws of God and man. The thing was garbled over to me afterwards, as having originated in misapprehension. I have long since forgiven them. Party spirit and excess of zeal threw consideration and justice in the background; and barring this affair, I have reason to speak highly of the kind-heartedness, hospitality, and general amiability, of the inhabitants of Great Yarmouth.

This election, in which Mr. Coke was beaten, had not long blown over when my friend George Anson began his canvass for the borough. My commander-in-chief, Sir Charles Rowley, who was aware of all that had taken place on the former affair (and my best thanks are due to him for his kindness on the occasion), instantly gave me leave to go to Chatham to refit. I had one or two votes for the town: these, with a *note to the ministerial committee, I left behind*. All this I

thought prudent, and hugged myself on having got far removed from any possible mistake. Admiral Parker, to whom I was much beholden, found me out on his way through Rochester to France, and I had again to look to myself; for it was reported that I had taken away fifteen, who wished to be prevented from voting, but who *must* have voted against Colonel Anson. It may be as well to add, that the secretary of the Admiralty wrote me a polite and civil letter after these affairs were explained. How easily may a man, whose rise in life must be through a public office, be undermined and ruined! for, had not the votes been wanted, I should never have known that I had been accused of aiding the side which, as a naval officer actively serving under the government, it was my duty to oppose.

But little experience was necessary to satisfy me of the inefficacy of the system adopted for the prevention of smuggling. Instead of that cordial co-operation so necessary in the component parts of any system to insure the success of the whole, it was easy to perceive that the different branches, established for the protection of the revenue, were all pulling different ways—that no information was to be obtained but such as was certain, and was intended, to mislead; in-

each aiding the other to crush and prevent the violators of the laws, individual benefit and private emolument was the actuating principle, exemplified as fully in the expressions of surprise from the officers of my cutter when I sent good informations to the other branches established for the general object, as by the continual misleadings of those who ought to have acted conjointly with each other. The minor officers of the Customs, (that is, the waiters and those under them, for nothing could equal the zeal and assistance of the collector, Mr. Palgrave), the riding officers, the preventive boatmen, and the cutters' crews, were all endeavouring to misdirect one another. I drew up two plans, one to insure a cordial co-operation, and the other to prove, that by a small reduction of the duties, the whole of us would be rendered entirely useless and unnecessary. On the latter subject I went into most laborious research, and from every information I could collect from the smuggler, the fair trader, and the distiller of spirits, there could not be a question, but that an increase to the revenue would have resulted from its adoption; to say nothing of the entire reduction of expense to the country by the abolition of the various

systems adopted for prevention.* I think a copy of my document was sent to our Admiral, the original of which was presented to the Treasury by Sir Edmund Lacon, Bart. then member for Yarmouth. From Mr. Lushington I received a polite acknowledgment; and the then Superintendent of the preventive service came to Yarmouth, and consulted me on the matter.†

* It has often struck me that the prevention of crime, the corruption of morals, and the frequent loss of life and spilling of blood, are sufficient to induce any government to make a sacrifice, if the system whence these evils arise could be abolished.

† On the recent emergency, when seamen were wanted for the ships in which our troops were embarked for Lisbon, some hundreds of those that were employed in the preventive service, marched, and manned one or more of the ships of the line. If in the event of war they will do the same, and not "hop the twig" as seamen call it, no question can remain on any man's mind, as to the propriety and expediency of keeping up the establishment, no matter at what expense. Englishmen are little aware of the difficulties that will be experienced in raising 20,000 men for our ships in the event of war, to say nothing of an additional 100,000 that may be wanted. Our coasting trade is in a fair way of being entirely carried on in steam vessels. At Bristol alone, there are, I think, as many as ten, from 350 to 400 tons, each carrying

I believe the class of persons called riding officers has been abolished, but I am not certain: at any rate they were in full being when I had the cutter. Their pay, I think, amounted to 70*l.* per annum; they were allowed a horse with forage to keep him, lodging, coals, candles, and other contingent expenses, and they were stationed equi-distantly along the coasts of England. Occasionally one of the Commissioners of the Customs would make a *progress*, of which due information was given, at all the outposts and stations he intended to visit, that every body might be prepared, and he not detained. The different riding officers within perhaps thirty miles of his head-quarters for the time being, were usually drawn together, and paraded on the largest possible piece of ground in the neighbourhood, to afford plenty of space for cavalry to go through their manoeuvres. And to be sure it was a goodly sight! The number

in one voyage as much as four coasters, and making three voyages to the coaster's one. manned by fewer men than are necessary to handle one coaster, and know for anything but sailors; for in a steamer the workmen of any class are as good and useful as the poorest mechanic of any country and any standing.

sioner (I think with a sword on) at the appointed hour was to be seen issuing from the town, attended by the collector, and the whole corps de (ballet I was near saying) revenue, as his personal staff; arriving at the field, one saw perhaps seven individuals mounted on seven cats (although allowed money enough for valuable animals), and looking, what they universally were, *seven culprits* armed with cutlasses and pistols in holsters. The pike and ~~part~~ of the lancers were only just then coming into fashion—otherwise I have no doubt they would have formed part of the paraphernalia, and with a hook added might have been deemed useful for holding on their prizes, to say nothing of the efficacy of the flag in alarming the crews. Many were the occurrences which, to my own mind, proved the connivance of most of these men with the smugglers. It may not be considered unamusing to relate a few of them.

Received information from a riding officer off Southwold of an intended run—*east five miles*—went there, but sent a boat *west five miles*—boat returned on board at daylight—officer's report was nearly as follows :

At one A. M. saw something moving on the beach off Sinewell—dashed on shore—found a

am considered merry and light of heart, and (if am not belied) cheerful of countenance—I take the world as I find it—enjoy it whenever I can—laugh with the gay—sing with the jovial—and instead of anticipating evils, and brooding over misfortunes—I try to overcome, or manfully to meet them—I consider I have a part to act and a duty to perform—not only to myself and my immediate family, but to all my fellow-creatures; and if by any possibility my services should be wanted, which nothing but a war with the world could now make likely, I am ready and willing to answer the claim of my king and my native land.*

* Before I conclude I have a few words to offer, on what appears to me a most important subject: If the editors of the daily prints, and compilers of periodical publications, are of my way of thinking, they will lend their assistance in giving publicity to the following statement. Our enemies hitherto have shown but little enterprise on the waters—but a new era has arrived, altering and facilitating maritime operations. Steam, all-powerful steam—let the government look to it—let the inhabitants of the metropolis look to it—let every man who has the welfare of his country at heart look to it—let them lose no time in setting about a canal (often talked of) between London and Portsmouth. If but five men, nay if but one

Having spun my yarn (somewhat *lengthily*, as friend Jonathan would say), cast my lead,

man, could be found on our opposite coast, with half the enterprise of fifteen hundred of our three thousand lieutenants, the Downs will never again afford a secure anchorage for either our men-of-war or merchantmen.

After any continuance of south-westerly winds, which prevail on our coasts, the accumulation of outward-bound vessels in the Downs is immense—it frequently happening, particularly in the winter months, that as many as from one to two hundred and more are to be seen at a time, containing property to an enormous amount, and continuing there for months. All seafaring men know how difficult it is to get through the Downs against strong south-westerly winds and a flood tide; and every body knows how easy it is to reach the Downs with that wind from the opposite coast, the lights being visible at the same time on both sides. One fire-ship set adrift on a strong flood tide, would cause the annihilation of a fleet, and one dozen would be as easily sent athwart their hawses as one. The steam-boats in attendance, which draw little water—or smuggling vessels (for I think smugglers would be found who for high rewards would act as pilots), would easily escape by hugging the sands, and passing round to the eastward.

As to meeting them with a force, nothing with such a wind, on such a night as would be chosen, and with such a tide, could attempt to act, that would not add to the confusion. Every ship would slip her cables—a few might

d got soundings, it is time to furl sails, and progress to an anchor. In running through the narrows I must hail the minor critical batteries, and tell them, if they fire at all, to draw their shot, and salute with blank cartridge only—that an old friend approaches, somewhat worse for wear 'tis true; but one who, though without a name, they treated kindly, and *mightily aided on a former outfit*. But to the starlike light-houses, and Martello towers of literature, I know not what to say: on my first voyage they did not trim even a single lamp for me; but still I got safe in, without grounding or rubbing my bottom on even a quicksand. This time I expect that every lamp will be lit, and every reflector well burnished; for I know that this sort of auto-biography is fair subject for castigation: I know that in publishing moral strictures I can say nothing new, nothing that has not been better said before:

reach Ramsgate; but the mass would run foul of, and as effectually destroy one another as would the elements; and instead of reading in the daily papers under the head of ship-news, and Deal—wind N. E.—sailed all the outward-bound—we should as commonly see—Deal—wind S. W.—outward-bound totally destroyed by the fire-vessels last night.

I know that all, ay, and every bit of it, is replete with faults and objections; but I also know, that as far as my memory has served me—and permitting a little law for numerical statements—as to ships, boats, guns, men, days, and hours, for the correctness of which I will not at this distance of time be positive; and allowing as much embellishment as was necessary to make some of the anecdotes readable which I have related (as in the case of my friend Bill Simpson), I have always in my narrative adhered to truth.*

I left school at thirteen. Except in French, Dr. Valpy (my esteemed master, and at this moment venerable friend) could not make much of me—I hated study. My father intended me for the bar—I fancied the sea. I was to have gone to college—I went to the cockpit,† and there passed

* I have forgotten to mention the saving of many persons' lives by swimming, in the different ships in which I served, as well as in my cutter. I think I have hazarded my own eleven or twelve times, and succeeded eight or nine. The Humane Society honored me with a medal. In ancient Rome civic honors were decreed, and other rewards on such occasions—I have only that of self-satisfaction.

† My fancy for the navy entirely originated in the misstatement of a lad nomine Montague, who came to school

my college years, and have since had but few advantages. Much, Reviewers, therefore, cannot be expected of me. I must be taken as I am, an unpretending son of the sea, who feels strongly the benefit that may result, from the truths he publishes, to that hitherto-neglected class of officers, the midshipmen of his Majesty's navy; that navy which is more than equal in numbers to the fleets of the world combined,* and to the command of which some of them will one day arrive.

March, 1828.

after having been two years on board a man-of-war. I now wish, much as I glory in the profession, he had been with all the Capulets; for I had no interest to help me on, and went on board just two years too late.

* Vide a publication by Captain Jones, R. N.

ADDRESS TO PARENTS.

If to do were as easy as to know what were good to do, chapels had been churches, and poor men's cottages princes' palaces. He is a wise divine who follows his own instruction.—*Shakspeare.*

BEFORE I proceed to the chief point in view, I conceive that a few words should be addressed to the fathers and mothers, friends and guardians, of all those young gentlemen who already are, and of those who are about to become, performers in that great naval theatre, which is not only the dread of its enemies, but has the proud pre-eminence of being the greatest prop and support of our blessed land—our navy at this moment comprising more ships of the line, frigates, sloops, and brigs, than the whole of the fleets of Europe and America combined; or, in other words, than the whole marine of the known world.

Of course, all naval characters who intend their offspring for their own profession, are too well acquainted with the various rules and regulations in a ship of war to require assistance from my remarks ; to them then I only appeal for the justice of my observations. But there are others who, born and bred in the interior of the country, are utter strangers to a ship, and know nothing of its discipline, the time of service, age of entering, equipment, or in fact of any thing relating to it. To these then I particularly address myself, in the firm belief that I shall be able to correct many prevailing errors and wrong ideas, and in the hope that I may better the situation of most of those who are intended for the profession.

I entreat, in the first place, that they would not deprive their boys of their education earlier than is absolutely necessary, by sending them to sea before the age of thirteen. The time is lost, because a young man must not be promoted to the rank of lieutenant before completing six years of servitude, nor until the age of nineteen, of which he must produce a certificate from the clergyman of the parish in which he was born. Therefore, if a boy is sent to sea at ten, eleven, or twelve years of age (and many have I wit-

nessed), he will be necessarily obliged to serve nine, eight, or seven years, which time might have been employed to much greater advantage under the eye of his parents, or the care of a tutor.—Besides, you send away your boy before he is old enough to have any fixed or rooted principles, or scarcely any idea of his religion; you deprive him of your own example and advice, and send him from your fostering arms into the cockpit of a man-of-war, to fight his way with young men and boys of all ages (some gentlemen, some not), where a Bible or a Prayer-book is seldom or never made use of. To be sure, he may be particularly recommended to the captain! He may take particular care of him! but it is rarely the case. Some inland people imagine that it is absolutely the captain's duty to attend to all the little wants, &c. &c. of their sons: nay, I have even known parents, whose sons have not turned out equal to their expectations, lay the blame on the captain, whose professional duties are more than sufficient to occupy all his time.

There may be exceptions, but they are few.

A captain has generally twenty young gentlemen on the same footing in a line-of-battle ship and as he must not make exceptions, he woul

attend to them all, be obliged to dedicate his entire time to that object. The most that is generally done is, to intrust them to the care of some old clerk, mate, or gunner, and now and then to inquire of the schoolmaster (if there is one in the ship) about them. But the last named, from the spirit of independence which a boy naturally feels when once freed from the dread and trammels of a flogging schoolmaster on shore, is a very fortunate fellow if he does not get his head broken with a slate or a quadrant once a month, and who at any rate has seldom the power of enforcing attention to his instructions, even if he have the ability to instruct, which is not often the case.

Some of you may send your sons with brothers, uncles, or cousins; then you feel certain he would be attended to.

All you that are about to do so, revoke the sentence; send him rather to the greatest stranger than to his nearest relation, under whom he is always looked upon with the eye of suspicion by all his messmates. He is frequently branded with the name of tell-tale (which on board a man-of-war is properly the most disgraceful and detested appellation), whether he deserve it or not. His spirit is cowed, if it is not broken, and he

runs a fair chance of being made wretched and miserable.

Captains are generally so well aware of this that they take great pains not to show any particular marks of attention to these relations who are so unfortunate as to sail with them : in fine, whether a relative or not, that one to whom the captain of a ship shows most partiality, is generally envied, and consequently suspected, and his happiness put in peril by the bitter hints and sarcasms thrown out against him. Young boys feel this the more, as their minds are less able to bear up against it ; and if some, as they grow older, learn to despise or disregard such remarks, still there are many who have gone back to their friends in disgust with the profession, and many more who have had their spring of action paralysed for a time by sorrow and affliction ; possibly, too, at a moment when by showing activity they might have attracted the notice of some officer of distinguished character, who would afterwards have rendered them essential service.

Unless parents are certain of completing the classical studies of their sons who are designed for the navy before the age of thirteen, they had better employ their time to greater advantage, by teaching them something of more professional

o; for all the Latin and Greek that has been taught them becomes of no solid advantage in the end, as they take their leave of those authors before even they begin to understand them, and in less than two years they forget all they learnt. Thus the time spent in their studies is in a great measure thrown away.

Navigation and Spherics are the two attainments most useful. To those who can act liberally I strongly recommend drawing and mathematics, charting, and a knowledge of measuring angles, and taking plans of coasts, harbours, headlands, &c. &c. By being a good draftsman, a young gentleman has it in his power to render essential service to his captain, in taking views of different places that are often required; besides, it will be a solid pleasure to himself, as by it he may employ many a leisure hour to advantage which would otherwise have passed in idleness.

French is a language so universally spoken, and so necessary to every officer in the navy, as by it he may render himself of conspicuous service to his country, by obtaining information or otherwise), that I would strongly commend all those who design their sons for the profession, always, if possible, to give them the advantage of a French master.

Illustrative of the use even a youngster may be of who understands the French language, is a fact which occurred to myself, I think in less than two months after I went to sea. We fell in with two French brigs and four or six *chasse marées* (gun-boats) all full of troops. Except the second Lieutenant, who spoke it very indifferently, I was the only person who understood the French language.

With regard to the equipment of a young gentleman, so many have been sent, to my knowledge, with so scanty an allowance of every thing as entirely to preclude the possibility of their appearing dressed like gentlemen, that it calls for the severest reproofs and the strongest remonstrances of the author, against parents who act so illiberally towards their offspring.

I have seen a boy sent to sea with one dozen shirts when the ship has been going on a four or five months' cruise. All of them have been dirty before the expiration of the first two months, and in a cruising ship, it should be borne in mind, there is no fresh water allowed for washing.

In a tropical climate, and in the summer months, I have witnessed a poor little fellow, for want of a pair of light trowsers, groaning under the weight of a pair of blue cloth ones, when the

neat was scarcely to be borne in the thinnest jean : besides, the seamen are obliged to appear in white during warm weather ; and the officers, of course, ought to set them an example.

People are not aware of the injury they do their children by not giving them at least the same chance as the generality of youngsters. I do not mean, that because there may be a young nobleman, or the son or sons of wealthy country gentlemen or citizens, who can afford to fit them out with 3 or 400, all must be supplied and provided in the same extravagant way.. There is a medium ; and I think a very fair and only a moderate fit-out for a boy to appear as a gentleman (which all midshipmen are supposed to be), ought not to cost less than £100 ; £50 more will supply him plentifully. Some of you may feel surprised ; but I will make a moderate calculation of what, in my opinion, should be the contents of their chests.

4 dozen shirts.

8 pairs of duck trowsers.

4 do. jean.

4 white waistcoats.

2 suits of blue superfine.

2 round second cloth do.

2 white kerseymere waistcoats.

24 pairs of cotton stockings.

12 do. worsted.

4 table-cloths.

24 pocket-handkerchiefs.

24 towels.

4 pairs of sheets.

4 pillow-cases.

4 pairs of shoes.

Bed and blankets.

Paper, pens, and ink.

Quadrant.

Desk.

Dirk and belt.

Prayer-book, Bible, and Hamilton Moore.

Washing materials, and chest.

2 hats.

Total £125.

And even now, I have valued every article, I believe, under its real value, besides leaving out many things I cannot immediately recollect. For a boy who understands the Lunars, a sextant is necessary, being £18 more ; and many other things that those, who are able to afford it, would let their children have ; such as a glass, drawing box, sword, books, &c. &c. which, though not absolutely necessary, will add to the

Comfort of the poor little fellow, who is made happy in the possession of what he perhaps only thinks he may want, at a time when it would be most difficult to refuse him.

The smallest allowance which a boy ought to have is, in my opinion, £40 per annum; £60 is not too much: more than that sum would perhaps do him rather harm than good.

For the information of those most ignorant of naval matters, it is proper to remark, that the pay a young gentleman receives on first coming on board a man-of-war, does not amount to more than £8 per annum, until he obtains a rating as midshipman, when his pay in a first-rate is about £36 per annum, which is the most a midshipman can receive, every other rate decreasing the amount.*

As two years is, generally speaking, the average of their service before they gain a rating, their previous pay is barely sufficient to find them in paper, pens, ink, and log-books; and even after the rating is obtained, they can only receive their pay on the ship's arriving in a port

* Some alteration, I know not what, has taken place in this respect.

in England, when the ship's crew are paid. Therefore, on foreign stations, they have no possibility of obtaining one shilling that is due to them, unless it be at the expense of agency, discount, rate of exchange,* &c. &c.

This being the case, it is incumbent on their relations, particularly on foreign stations, where they must provide themselves with every thing, to make them a proper allowance, taking into the account from 12 to £15 a year for providing the little comforts of their mess, in which all subscribe alike.

The allowance is generally given independent of the pay, which the youngsters look upon as pocket-money, and well earned too; and I agree with them, particularly where they do not cost their friends in toto more than £50 per annum; for they should bear in mind that, had they been at home, the expense of their schooling, clothing, and board, would have very far exceeded double that sum. I do not, however, by any means advise their trusting to the discretion of the youth in laying it out; but I recommend their friends, if possible, to persuade them to

* I believe some late regulations have taken place on this subject.

lay by the whole until they obtain their promotion, when they will find £200 or 150 a useful acquisition in fitting them out.

With respect to their prize-money, they have but little before they are rated, when they receive five shares, which in a good prize is something considerable: but, as it is quite a lottery, no calculation can with propriety be made upon it.

CHAPTER II.



ADDRESS

TO THE YOUNG GENTLEMEN

FOR WHOM THE BOOK IS WRITTEN.

HAVING finished my address to your parent~~s~~ and guardians, and, I trust, not without havin~~g~~ in some degree improved many of your situa— tions, I now address myself to you, and claim~~ing~~ your attention to the following instructions for your conduct as youngsters in the navy; the re— sult of my own experience.

I have been at some trouble to make the whole language plain and simple; and, I believe, there is not a word or a remark that will not be perfectly intelligible to the very youngest among you.

If, as you proceed, you should find some parts that appear prosing, mawkish, or tiresome,

I must beg you to grant me the indulgence of a little perseverance until you can read the whole ; for I am convinced you will not only find remarks that will be extremely useful to you in your profession, but I am also convinced you will do me the justice to feel, that the whole has been written for your benefit and improvement.

Before I commence my instructions on points of service, I think it necessary to caution you against that most injurious and predominating of vices, idleness, to which too many in the navy are greatly addicted. It is the most injurious, because it is not only the almost certain path to guilt and ruin, but if you allow yourself the habit, its effects will be too powerful for you ever after to shake off its trammels, and regain your wonted strength of mind. The best abilities become often shackled and of no real service to the possessor, for want of the stimulus to exert them ; and it is equally the enemy of virtue, health, and happiness. It is the most predominant, because you are necessarily freed from much restraint, when you leave your friends or masters for a ship. You have nobody to force you to improvement in any thing but your profession ; and the duties of it do not exact more

than one third of your time. Too much is left for you to employ at your own discretion, at an age when you are too giddy to reflect how pernicious a slothful habit, once adopted, will prove to your future life.

Unfortunately, you will have many examples to keep you in countenance (if you are idly inclined) of young gentlemen who, instead of exerting themselves in the attainment of all the qualifications necessary to raise them to eminence in their profession, pass their time in indolence and sloth, drag on their existence without striving to be useful even to themselves, and only exercise the energies of their minds in endeavouring to corrupt the morals of those who are younger, better, and more innocent than themselves.

As you wish to excel, and to arrive at the state of manhood with honour and credit to yourself, avoid such characters, and consider the principles they inculcate as most injurious to your heart, your understanding, and your happiness.

The example they set you of sloth and indolence, if you are so weak as to follow it, will cause your return to your father and mother, or friends; not the return of the son whom they had fondly painted to themselves improved

in knowledge as he had grown in years, open, generous, liberal, and desirous to excel in his profession, in which they hoped he would one day do honour to their name ; but the return of an ignorant fool who has uselessly and indolently frittered away his time ; or of a cunning knave, never actively employed except when engaged in vices which have taken deep root in his heart ; and thus, instead of the proud pre-eminence they calculated he would enjoy, becoming a burden on their hands and a discredit to their name.

Reflect then in time, and in whatever station it pleases God to place you, ever do your duty towards him and man ; no more will be expected from you : act virtuously and honourably, and you will ever feel a pleasing reflection. Learn early how to combat and govern your passions ; if your understanding be not well informed, you leave room for them to corrupt and destroy the faculties of your mind ; and nothing can debase or sink you lower than servilely surrendering to them. Many and fatal are the proofs of an inconsiderate indulgence of them in the navy, of which experience only will inform you ; and when you reflect upon the results, you will not only be disgusted, but find every thing to en-

courage your steady and early perseverance in keeping them chastened and constantly under control.

Never allow yourself to pass a moment without turning it to account. Observe well every work that is going on.—Almost every man excels in some one thing; and there are but few men, however confined their abilities, from whom you may not learn something.

Be not too proud to learn from people below you; never be backward in asking some of the most respectable of the foremast men the practical part of seamanship; profit by their instruction, and you will become a good seaman.

Find out who is esteemed by the elder midshipmen as the best officer. Notice him well, when in the execution of his duty; exert your memory and your understanding, and endeavour to ascertain the reasons for all he does; and by frequent practice and application you will yourself become as good an officer.

Never depart, even in idea, from the principles of upright dealing, and banish immoral thoughts and conversation, even in jest, from your mind, and you will become an estimable man.

But above all, never forget the Author of your existence, the great Creator of all things; re-

n thanks to him night and day for his mercy
l loving-kindness, and pray for a continuance
his goodness towards you ; and with an earnest
liance on the merits of the Saviour, you will
come, what is most desirable, a virtuous and
good man.

CHAPTER III.

OBEDIENCE.

A STRICT obedience to the orders of your commanding officers, ought to be strongly impressed upon all your minds, as an indispensable requisite towards forming a good officer. It ought to be the principal wheel in your machine of action; for he that does not know how to obey will never know how to command ; indeed, he who cannot obey a commanding officer, ought never to become one himself.

It is not sufficient simply to obey an order given ; but to do it right, it should be done with at least the appearance of spirit and pleasure, if the real feeling be wanting ; you should enter as fully as possible into the exact meaning and wishes of your officers, and thereby establish yourself in their opinions as one to whom, in

cases of emergency, they can intrust any orders, in the confidence of their being properly done. In so doing you will frequently be chosen in preference to others, to perform certain duties which may bring you into notice, and establish your merit ; but should not this follow (of which there can scarcely be a doubt) the distinction must at least be very flattering to your abilities.

The disobeying a lawful order is not only in direct opposition to the rules of the service as contained in the Articles of War ; but there is, fortunately, a stigma attached to the person who presumes to disobey the lawful command of his superiors.

You are not to suppose any order you may receive to be illegal—because, as a youngster, you are incapable of judging. And as you advance in the service you will not be authorised to disregard even illegal orders, though knowing them to be such, unless indeed the executing them would expose you to enmity ; in which case you would be exculpated by remonstrating beforehand. The safe principle to act upon is, to obey all orders implicitly ; and if they are illegal, remonstrate afterwards.

Circumstances, however, may certainly arise to authorise your disregarding an order you

may have received. When this happens, the person who orders generally gives you the power of altering or amending, according to circumstances; in which case you must act for the best, entirely for yourself, and as you think will be most agreeable to the officer who first gave you the orders. But as this can scarcely happen to you, as a youngster, I do not advise you to consider any deviation yet as even admissible. The time will come when it may not only be admissible, but necessary; it is therefore incumbent on me to point out to you the extreme urgency of paying particular attention to every branch of your profession, in order to enable you to place confidence in yourself; and in cases of emergency, and when you are obliged to judge, decide, and act from yourself, to do so in such a manner as will insure the approbation of your commanding officer, and the applause of all, by the correctness of your judgment, the propriety of your decisions, and the wisdom and spirit of your proceedings.

CHAPTER IV.



ATTENTION TO DUTY.

It will be of the utmost importance to your future prospects in life, to entertain an early idea of the consequence of paying particular attention to the duties of your profession in all its branches. With a steady resolution to adhere to it, and a little practice in the beginning, you will easily acquire the habit, and that once acquired is not again easily shaken off; you will also soon experience its good effects in the approbation of your captain; and if there is one thing which ought to impart to you more happiness and satisfaction than another, it is his praise, particularly if you feel conscious of having merited it by your exertions.

But, on the contrary, if you neglect your duty, and pass your time in idleness and inactivity, you gain neither respect or esteem, and are only

looked upon as an incumbrance; should you be fortunate enough, through interest, to retain your promotion to the end, you are reckoned : bad an officer, that few captains will approve your sailing with them, and none will give you charge of a watch who can prevent it, perceiving you are not equal to the arduous and responsible duties of that situation. If you will not leave them to make room for a person more to their wishes, and more equal to the exigencies of the service, they may watch the first opportunity of your laying yourself open, and if necessary almost make that opportunity ; and if you determine to wait the event of a court-martial, you are much injured, if not ruined.

There is no situation where an ignorant officer is so thoroughly exposed to ridicule as on board a man-of-war, every order he gives being heard by all hands, half of whom at any rate understand the matter better than himself. One of the junior lieutenants of the Amazon (I think) was almost always unfortunate enough, when the ship was to be tacked in his watch to cause her to miss stay by baulking her in hauling too soon ; and whenever the captain remonstrated, he universally had the same excuse: "It's all owing to M Lamb, Sir (the mid of the watch), he never w

brace round the crossjack-yard." He might with as much reason have laid the blame on the Pope of Rome.

Another officer, long since dead, and who shall now be nameless, when first lieutenant of a fifty-gun ship at Halifax, was hailed by his captain on his way to the shore in his gig, and desired to get the *buoys* up and bleed them. "Ay, ay, Sir," replied the lieutenant—"Quarter-master, tell the doctor I want him—Master-at-arms, bring all the *boys* aft." The urchins, little and big, were all paraded on the quarter-deck (as boys always are when so called), alarmed, at they knew not what or why.

1st Lieut.—"Doctor, you'll bleed the boys."

Doctor.—"Bleed the boys, Sir!—I protest not one of them requires the operation of phlebotomy."

1st Lieut.—"Phledevildum! Sir, don't talk nonsense; the captain says they are all to be bled—so bleed them directly."

Doctor.—"But, Mr.—, for goodness' sake—"

1st Lieut.—"No reply, Sir—do your duty, Sir—obey orders."

Boatswain, walking aft and touching his hat—"Sir, the captain meant the ship's buoys, which have been full of water these ten days."

1st Lieut.—"Gang awa wi ye—Hoo the deevil

can ye bleed any thing that's full of water, you old fool?—So much for ignorance!"

To make you feel more readily the extreme happiness arising from a cheerful attention to duty, I recommend you to take the first opportunity that may occur in any particular service you may be ordered on, and try how far you can give satisfaction to your senior officers by entering into it with spirit and alacrity: strive to astonish them by doing it particularly quick, and particularly well. You can form no idea of the impression this will make on their minds in your favour: your own sensations also will be of the most pleasing nature; and as emulation should be held constantly in view, no exertion should be spared on your part, in attempting to do every thing better than your neighbours.

Be always on the alert, and you will find every officer will notice your conduct. Many a young man, without any interest, has got himself on, by showing perhaps on one occasion only a smartness and activity which has attracted the attention of his captain, who has opened to him the road to promotion; which when obtained is the sweeter, if the reward of his own merit and exertions.

As a few rules for your general conduct, with

respect to duty, I advise you to bear in mind and practise the following directions.

First. Always have your ears open to whatever the officer of the watch, first lieutenant, or captain, may say; and never let them have occasion to speak the same thing twice.

Second. Never walk when you are ordered to do anything, but always run. Walking to obey an order is what is called "taking it easy;" and the very nature of a man-of-war requires that most things should be done quick, whether there is a necessity for it or not. An officer who gives an order, and sees the midshipman who is about to repeat and get it executed, saunter leisurely across the quarter-deck, with his hands in his pocket, will either give him a *rowing* for his indolence, or make him ashamed of himself (if he has any shame in him) by doing his duty for him.

Third. Be particularly attentive to the minutiae of your duty; such as sending the men to the different ropes, and where they are most wanted; and do your best to dispose of them in working ship to the best advantage. This is absolutely the greatest portion of your duty; and by being attentive to it, you may render yourself of essential service to the officer, whose attention,

while manœuvring the ship, is very generally attracted aloft.

Fourth. Never walk the quarter-deck with your hands in your pockets.

Fifth. Never suffer yourself by any inducement to play (or *skylark*) on the quarter-deck, as it may degenerate into a habit as you grow older, and is a sure sign of a bad officer ; for if the officers do not show respect to that deck, how can it be expected the men will ! and, however young you may be, ever recollect you are placed over the men, and they are obliged to obey you. You have responsibility, and you ought to feel in some degree your own importance.

Sixth. As a man would be severely punished if you made a complaint of him, you should be particularly careful that the complaint is well-grounded. I advise you first to acquaint the elder of your mess, or one of the mates, before you appeal to the last tribunal ; as, when a complaint is once made on the quarter-deck, the strictest notice must be taken of it.

Seventh. The foregoing remark will point out to you the extreme necessity of being particularly circumspect in your conduct with the men. Never take the slightest liberty with them ; make this a principle, and adhere to it firmly. If you

lo, you will find they will always keep themselves at a respectful distance from you. If, on the contrary, you do forget yourself so far as to take a liberty with a foremast-man, and he in return is insolent, disrespectful, or disobedient, surely there would be a degree of injustice in complaining of him. Besides, you lower yourself as a gentleman, and to be a good officer you must be a gentleman.

Eighth. Never when on duty suffer any difference of opinion on points of service between you and your senior officers to be shown outwardly, however you may be convinced of the correctness of your own, and the incorrectness of their, ideas or conduct. It is your duty always implicitly to obey; and recollect, in doing so, be it right or wrong, you are not the responsible person, but he who ordered you.

Ninth. If your superiors *row* you for any thing, never think of replying. Even if you be unjustly or wrongfully found fault with, you will find it better to govern your temper and quietly submit; for the officer who abuses is generally out of temper, and, even if he finds himself incorrect, will seldom allow it to be made publicly apparent by a youngster. If, by persisting in your justification, you even come off

with flying colours (which can seldom happen), you are almost certain of having made a lasting enemy.

Replies always aggravate and never mend matters between junior and senior officers; I advise you then never to reply to reproofs which, on cooler reflection, you will generally find not to be so undeserved as in the heat of the moment they might have appeared to be. If, however, you feel yourself really injured by having been unjustly accused or wrongfully found fault with, I recommend you to delay your justification until all parties have had time to cool. Then ask five minutes' conversation with the officer by whom you fancy yourself aggrieved, in his cabin; or, state your case to a third person, a friend of both parties.—Act with the confidence and firmness authorised by your consciousness of innocence; and at the same time with the respect due to difference of rank, and the becoming humility expected from your youth. And, in either case, I will venture to assert, you will not appeal for justice in vain, will make no enemy, but may gain friends, which is always advisable.

Tenth. Ever recollect to execute punctually any order you may receive from your officers; and, if the time for executing it be much poste-

rior to the time of receiving it, trust it not to your memory, but commit it to paper. Forgetting to obey orders, is begetting in others a want of confidence in you.

Eleventh. Never refuse to dine or breakfast with the officers of the ship when you are invited. Many young gentlemen have injured themselves much by so doing. When the cause is looked into, it is generally found to arise from some fancied affront received, or some neglect of etiquette in the servants; under either circumstance the proper way is to make known your grievance, real or imaginary, to some one or more of the officers of the mess, who will open for you a proper road for redress; but do not offend, or treat with disrespect, a whole mess for the offence (presuming it really so to be) of one individual. If the servants have shown any disrespect to you, make your complaint to some of the mess, or to the quarter-deck (which is open to all without distinction of rank or persons), and I venture to assert you will find speedy redress. No officer, or set of officers, will ever allow their servants to be wanting in proper respect to the young gentlemen of the ship; for, by doing so, they would themselves be guilty of a very great breach of discipline. Many midshipmen imagine

it is not a point of duty to dine with the officers when invited, which, however, is a most egregious error; for it is as decidedly a part of your duty, as the refusal is subversive of good order and discipline, and the greatest possible affront that can be offered to the whole body of officers. You will find that some lieutenants even dine with some captains, as much from a sense of duty as from free will and inclination; and there have been instances where lieutenants, on bad terms with their captains, have sat the dinner hour at their table without partaking of the fare.

Twelfth. Always strive to make yourself useful on duty, let what may be going on, whether intelligible or unintelligible to you. Catch at whatever words you may have heard the officers make use of, and in an instant repeat them; even if you do not understand their meaning, people will think you wiser than you really are; and it is better to be thought wise than to be thought a fool. If you are questioned respecting your profession, you will of course, from principle, answer with truth and sincerity; but until you are asked, I advise you to appear to understand: and if you should now and then be made feel a little foolish, by having a meaning demanded for anything you

have said or done, and should not be exactly capable of giving a clear answer, I do not think it will do you any harm, but on the contrary will cause you to push your inquiries and to exert your understanding, to prevent being "taken aback" a second time in the same questions, as well as others : besides, you may be very useful and extremely active by only repeating and running to order the execution of whatever the officers may have said, whether it be intelligible or not, which is of little consequence in the end, as a seaman will understand the order, whether it come from a boy who is no seaman, or the officer who is a seaman. But be correct in your repetition ; and if you have any doubt on this point, you had better be silent.

Thirteenth. Swearing is the surest sign of a bad officer, and he that makes a constant habit of resorting to it, is but few degrees removed from a fool. The service is the loser by it, for duty is never executed with spirit by the men in those ships, where they are abused, sworn at, or allowed to be struck by the officers ; it is a happiness that this last custom is nearly exploded, now captains now permitting it. Admonish them mildly when they do wrong, and do not refer them to your superior officer for harsher treat-

ment, unless you cannot otherwise gain your end. There is no object more to be pitied, no object that appears more despicable in the sight of others, than the man who cannot govern his temper; who, on the most trifling occasions, blasphemes his God, and uses the most opprobrious ungentlemanlike epithets to those whom he fancies to have offended him.

Many persons acquire such a habit of using the name of God on the most trifling occasions, that they cannot enter upon the most ordinary topics without seasoning their discourse with a By G—d, Sir, or a G—d d——e, Sir, at every period. A young friend of mine much given to this wicked practice, was so sensibly struck by the mild reproof of a clergyman at Haslar hospital, that he entirely dropt the indulgence of this propensity. He had recently returned from a first absence, and was detailing, with all the glee of a sailor and the enthusiasm becoming a youth who had been in such a battle, the history of Trafalgar, and as usual plentifully larding his discourse with his customary phrases. My clerical acquaintance took occasion before retiring to the drawing-room, to tell rather a long but good story, taking especial care pointedly and frequently to introduce the expression “Bottle and

cork," until his tale was told. The bait took: "A capital story by Gad," exclaimed my young friend; "but G—d d—me, what the devil makes you say 'bottle and cork' so often?" "Why, young gentleman," replied the clergyman, "I did not find fault with your G—d d—me; why should you with my bottle and cork, which has quite as much meaning, and none of the wickedness?"

As regards the service, swearing is not only unbecoming the character of the officer and the gentleman, but it is also extremely detrimental to the interests of all who practise it.

Fourteenth. Never strike a seaman. Nothing can form even the shadow of an excuse for your offence; nothing can palliate it; for it is as subversive of good order, discipline, and regularity, as it is disgraceful to you and galling to the men.

Fifteenth. On your first coming on board, endeavour to *steer clear of the grog bottle*. In well-regulated ships the captain generally takes care to prevent the allowance of spirits being served to you by serving wine instead. These men have the welfare of the service at heart; and know that preventing boys from becoming fond of grog in their younger days, is the best way of insuring their not becoming attached

to it as they grow older. It is a pity this the case throughout the navy ; for many be habituated to it when young, and as they older are unable to shake off its baneful e The consequence is, that if they are not t adrift before they are promoted, they are rally doubly disgraced by the sentence court-martial.

CHAPTER V.

OF VOLUNTEERING ON SERVICE, OR AGAINST THE ENEMY.

I RECOMMEND you strongly never to lose an opportunity of volunteering on any expeditions against the enemy; indeed, to be always among the foremost for any service that may be going forward.

The more hazardous and difficult, the more credit it will reflect on yourself for even volunteering to undertake it.

Those who act only when they are ordered, who only walk in the hackneyed track of their profession, do not reap so great or glorious a harvest (although they experience troubles and fatigues, without being equal gainers in reputation) as those who have a proper share of ambition, and are determined to excel; who emulate the deeds of naval gallantry already performed, and who pant with anxiety to make themselves

conspicuous from the fame of their own valour. If you wish to be distinguished (and few there are that do not) you must seek the opportunities, and not passively wait their seeking you. The path of glory is no private way; it is the high road to honour, and open to all without distinction. It is culpable in our profession not to follow it. By aiming at great deeds, we are likely to make very rapid strides in it, for they both invigorate the body and enlighten the soul; and are calculated to elicit what are considered the most gratifying traits of character, gallantry and bravery. You may not always be successful, "but in great attempts, 'tis glorious e'en to fail." Should you in volunteering not be permitted to go, the impression is produced that you were not backward in asking; if the contrary, and you are victorious over the foe, your officers will not forget you; and a few such deeds will establish your fame and insure your promotion. Besides, it is not impossible that you may have an opportunity of distinguishing yourself. You may be in a boat where your senior may be killed, and the command may devolve on yourself. Such things have happened—and what then should you succeed, will be your satisfaction. If possible, never admit an idea of not succeeding.

to enter your head. Want of confidence in yourself, if you encourage it, will be manifest in your countenance, and will soon impress your men with want of confidence in you; which will ruin, or at any rate materially damp, the ardour of the enterprise. It is a great blessing that British sailors have but little thought and no reflection. It is the duty, and not only the duty but the interest, of the officer who goes on any undertaking with them, if he wishes to insure success, to appear confident of it, even if he be not so, and to endeavour to display that confidence in his aspect. Men naturally look up to their officer, particularly if they know him to be a good and an able one; and a gloom over his countenance will cast a gloom over the whole. If he feels confident of success, it will readily declare itself; but if he even feels certain of the contrary, from some accession of force on the part of the enemy, or a hundred other causes, he should strive with all art possible to hide from his men what (if he means to proceed), if discovered, would decidedly ruin the undertaking.

To have the real glow of animation and confidence stamped on your countenance, it is almost necessary to be in love with enterprise.

A gallant and confident inward feeling will dis-

play an animating, bold, and encouraging exterior.

To impart confidence, and infuse a tincture of your own glowing ardour into the bosoms of all around you, is in a great degree tending to insure a successful termination to any undertaking. You must yourself be naturally gallant, although something is necessary from art. But if nature do her business thoroughly, not much will be required from art. Retreats are often necessary; and if it should ever fall to your lot to be obliged, from finding the face of the enemy too strong, to forego any enterprise you are sent upon, do not return until you have convinced (or endeavoured to convince) every one employed with you of the necessity of so doing: the responsibility of the whole is on yourself; and as the lives of your men are in your hands, you are not authorised in running too great a risk, unless some great necessity requires it, or unless you are under positive orders; in which case the responsibility is not on your own shoulders. Otherwise, never risk the lives of your men without a prospect of success. But as a man's character is so easily tarnished by anything like turning his back upon the enemy, I think the before-mentioned precaution necessary; and the

more so as you will find, particularly if you have merit, too many ready to cry you down, from a mean spirit of jealousy, which exists in the navy to an extraordinary degree; and from which none of us, I believe, are entirely free; although, happily, some of us do not allow it to carry us so far as to act unjustly towards our brother officers. When any of us are called upon to assist any one in distress, or to lend money, we are mostly more ready to act with greater liberality than any other class of people in existence; and, as you grow older you will find that, taking the generality of us, there will not be more than one in ten that is not influenced by this liberality of action; and not more than one in twenty at all sordidly or avariciously disposed. Yet with all this liberality in actions, we have not equal liberality of sentiment. Most of us cannot hear of the success of our competitors, without in a certain degree envying them; or, to soften the expression, without wishing ourselves in the place of the successful person, although, to save appearances, we always one and all declare, how rejoiced and happy we are at such and such a person's good fortune. Nay, we do not confine ourselves merely to these expressions, but it generally hap-

pens that at this moment (and this moment only) he is everything that is good and right. Many assert that he was always deserving; *and all agree to the assertion.* Others always thought he would be successful, and some always foretold it—not a negative voice—all agree at the moment, and at the moment only; but the demon of jealousy and envy is at work in the minds of some of the very men who are thus liberal in their praise; and soon the flame bursts forth that was burning within them; the very character that but a moment before apparently stood so high in all our opinions, is now most vilely aspersed; that fame which, but a moment before, we all allowed to be so brilliant, is now tarnished, and it is clearly demonstrated (with a circumlocutory preamble of regret and pity and sorrow) how this otherwise excellent young man, by such and such an action, has shown his ignorance, his weakness, his cruelty, his injustice, or his folly. Shameful illiberality! disgraceful conduct! Those who are guilty of it clearly prove that their words and thoughts are widely at variance. They are often forced to be guilty of falsehood, in order to give strength to their assertions, which, however true they may be, are in this moment, this sad, this jealous moment, gene-

rally aggravated ; at any rate they are guilty of a want of good-nature and a total want of liberality. Do not, however, judge or think of all according to this model. These are the worst of us ; and there are, thank God ! instances of liberality of sentiment enough among us, often to cause the traducer of merit to skulk to his cabin overpowered with shame or the sense of detection.

CHAPTER VI.

OF LEARNING YOUR PROFESSION.

ALWAYS let a portion of the day be set apart for learning that part of your profession which is known under the appellation of seamanship. To be a good officer, you must be a good sailor. I do not however allude so much to that part of seamanship, in which the good officer most particularly shines, and which is mostly owing to the effects of the canvas and helm on the hull, and the judgment of her proper way through the water, required in forming various evolutions; for to understand this thoroughly, requires almost more time and practice than your six years' servitude will admit; and this alone ought to impress upon your mind the absolute necessity there is to exert your understanding and application. It is rather to the minutiae of seamanship that I would direct your attention, such

as knotting and splicing, converting ropes and canvass, altering and repairing sails, &c. &c. The former I conceive will come with time and experience, while the latter only requires a little attention, and not much experience or time, to learn it perfectly; and, when once acquired, is never forgotten.*

* It is astonishing how much may be saved to the country by officers paying attention to the practical part of seamanship. It is the fashion to be careless of wear and tear, because King Georgy pays for all, and has very good stores to draw fresh supplies from, and is, in short, a very good owner. Setting economy out of the question, there are situations in which a man-of-war may be placed, when care of the canvass, &c. &c. would tell well; as a foreign station, and no stores to draw from—a gale splitting the topsails—carrying off a lee shore, on a foreign station. It is the fashion always for dandy officers to keep the topsails sheeted home, &c. &c. This is all very well when there are other ships to look at it, and then not for a continuance; or when going into port, or in chase; but when a ship is by herself, I will venture to say, if a little play be permitted to the sheets, the topsails will last one-third longer, and never give out at the clues. A small sacrifice to appearance ought also to be made with steering-sail tacks, provided there are boom braces. The sail that is bound taught down, and without an atom of play, may be compared to a bull in cords, who eventually tears himself to

This practical part you must learn of the seamen of the ship : and let me advise you not to be

pieces to break his bonds. (Topsails of ships of war mostly give in the clue.) When it is conceived necessary to make all set well, and look ship-shape and Bristol fashion, the sails, from not having been overstretched, will look neater, and not be so slack at the foot, or bag so much every where.

While on the subject of economy, it may be as well to remark on the very bad taste that exists in the supply of paint to his Majesty's ships. It is barely enough to perform half its object ; and it matters not whether the ship be bound to a tropical climate or the north pole, the allowance is the same ; when, if preserving the ship from the effects of the sun is intended, it ought to be trebled. There is a Dutch proverb that says, *Paint costs nothing* ; and so well is this understood by most owners of merchant ships, that they allow more paint for a vessel the size of a brig than is drawn from his Majesty's dock-yards for a line-of-battle ship. If the captains are poor, and cannot afford to buy it themselves, their officers are often compelled to do very unofficerlike things to obtain it ; or the ship is seen to be a discredit to themselves, and a thing to be sneered at. As a case in point, in the West India ships the masters are allowed a sum for horse-hire. An honest Scotchman got a Jamaica man from a London house, and his first voyage being one of great detention in the island, his horse-hire came to double the usual allowance, £10 or £20. It was not deemed admissible, and was docked off his account at home. On the second voyage he complained to

backward in asking the quartermasters, captains the forecandle or tops (the most respectable and generally the best seamen), and the sail-makers, gunners, &c. &c. to tell you what you are not already acquainted with. If you neglect learning it while you are young, you will feel ashamed to do it when you grow older, and will perhaps remain in ignorance for ever. Exert your intellects, in order to be able to form ideas and opinions of your own, that you may not be reduced to the servile necessity of always trusting to the opinions of others. Nothing can so much increase your stock of knowledge, or so much improve it, as the proper exercise of the understanding. Endeavour never to understand anything by halves, but go to the bottom, and become perfect master of whatever you undertake. It is as necessary that every officer

of the masters of other ships at Jamaica of his owner's conduct. They gave him some advice upon the matter. On his second return, and when settling accounts he had omitted the allowance for horse-hire altogether, "Hollo," said the owner, "why captain—you have not barged any horse-hire at all this time." "Eh mon," said the Scot, "he's in the bill, but you canna see him."

It is dangerous to drive an upright man to do things he should not.

should be acquainted with the minutiae of seamanship, as the seamen themselves, although it is not necessary for them to exercise their faculties in this respect as often as the seamen. There are always seamen sufficient to execute this part of the profession, and to whom it particularly belongs; consequently, from constant habit, they can do it better than yours. Making a practice of doing it, is in a certain degree lowering the dignity of the officer, whose duty is to direct the men, and this is an obvious reason of the necessity of being himself a seaman. But to point out to you more clearly, how absolutely requisite it is early to apply yourself to it, I will suppose you sent away in a privateer without (which is often the case) one thorough seaman with you—you may lose a mast, or meet with a variety of accidents, which would call forth all the energies of the seaman to set things right. If you were in ignorance yourself, and your crew also, how could you extricate yourself from the scrape you were in? besides, you would necessarily be obliged to expose your ignorance to your men.

Again, if you observe a seaman knotting or splicing a shroud or rope wrong, you ought to tell him of it, and be able to set him right. If y

are unable to do so, the knot might pass unnoticed, until it catches the eye of a seaman perhaps of another ship, who will set you all down for lubbers together.

There is a degree of knowledge and an exercise of the faculties required in working the ship well, which demands the utmost attention on your part. I recommend your paying strict attention to the officer of your watch, or the officer carrying on this duty. Listen to the word of command; and, at the same time, watch carefully the point from which the wind blows, and the effect it has on the sails. Attend particularly to the position of the helm, and the effect of the whole combined on the hull, and all at the same time; and by a steady perseverance, and a determination to comprehend the whole, you will early acquire that knowledge which, when it comes to your turn, will not only prevent your being at a loss how to act, but will establish your fame as a meritorious and promising officer.

This part of the naval profession is in a great measure to be learnt from the officers of the ship. They will, or ought, always to give encouragement to the young beginner, provided they see he is observant, attentive, and anxious

to become acquainted with the different branches of his profession.

Darcy Lever is the best book that has been written on seamanship, which I recommend to your notice ; although I am of opinion that if you once pay thorough attention to the unrigging and rigging of a ship in harbour, you will learn more than from all the books on seamanship, in this point, that ever have been written ; and as the opportunity seldom occurs, I strongly recommend you never to let it slip ; indeed it is not only culpable but inexcusable to do so ; and you would be equally or more blamable in not attending to the stowage of a ship's hold whenever you can, as this does not happen near so often as the former ; indeed it may not happen twice during your six years' servitude. You ought to know the quantity of ballast she stows, how and where she stows it, also the quantity of water she carries, and how she carries it, as ships vary much in these respects. How inexcusable would it be in you, were a gentleman on shore to ask how much water the ship you belonged to carried, if you could not answer him ! Surely you would feel greatly ashamed ; and this alone is sufficient to point out to you the neces-

y of informing yourself of it. Besides, unless u make a point of profiting by all opportunities of gaining knowledge and information whenever they occur, it is impossible you can ever come of any note in your profession.

CHAPTER VII.

OF NAVIGATION.

WITH respect to navigation, you ought not to obtain the rating of midshipman until you can keep the ship's reckoning. The attention of one hour a day to this simple but important branch of your profession, will soon make you a tolerably good navigator.

According to your various abilities, dispositions, and turns of mind, some of you will be found to excel others in this as in other attainments. But, with application, the most dull of comprehension among you, will easily overcome all obstacles that stand between you and a perfect knowledge of plain navigation. Emulation should here be called to your aid, as well as in all other branches requisite to form a good naval officer.

Watch the leeway the ship makes several times a day; and learn to form a judgment of your own on the different allowances to be

given; after you have once learnt how to allow. do not trust to the opinions of others, but make and act upon your own remarks; for, if every one went by hearsay, no one would notice the ship's motions, and every reckoning would be merely guess-work.

In endeavouring to impress upon your mind the great importance attending a knowledge of seamanship, I supposed you in a prize without a man who was able to do more than execute your orders, and even then only when you directed him how to perform them.

The importance of a knowledge of navigation, supposing you to be in the above situation, is nearly doubled, as you are generally the only person who can navigate the vessel, except indeed the prize be a very large one, when two or more may be sent. This, however, you are not to reckon upon—but constantly to bear in mind the possibility of your having no one to trust to but yourself, and also that, according to your merits and deserts being superior to those of your competitors, you rise in the estimation of your captain and officers, and are more likely to obtain the higher rating of mate, which, if a good prize be taken, will make a difference in

your prize-money of 3 or 400*l.* to every 100*l.* as midshipman.

I am quite of opinion that no midshipman should be allowed to pass for a lieutenant, unless he thoroughly understands the lunars: dead reckoning is only of use in running short distances, or as a check in case of the heavenly bodies being obscured, which they sometimes are for days together.

The silent, variable, and unknown progress of the currents of the ocean, defy all calculations by dead reckoning; and if your trust is in it alone, you will be obliged to do as the Americans until very lately have done, and as many navigators under the English flag even now do—get into their latitude, and heave to every night with plenty of sea room, until their destination brings them up.

I lately fell in with an American ship laying to at dusk in rather squally weather in the trade-winds, and 200 miles from any land. This ship was from Bordeaux bound to St. Thomas's—I asked the captain his longitude, to which he answered, "Our latitude to-day at 12 o'clock (for which, by the bye, he had a good observation, having been in sight the whole day) was seven-

teen degrees north of the equinoctial, which we reckon to be pretty considerably correct, but for longitude I guess I can't exactly say, for our mate has not worked it up these three days."— On hearing my longitude he bore up and passed Nevis, the island I was bound to, in company. We had light airs for two days afterwards, which would cause him to pass the nights (the only time we had anything of a breeze) in the same state in which I found him.

In an early period of the French and Spanish war, also, a three-decked ship of the line, laying to in foggy weather, was spoken by one of our frigates cruising off Cape Clear, which she had seen the morning before. The ship had an admiral's flag on board, and was from Halifax, whither she returned to repair damages received in a hurricane.* The frigate being signalled to pass within hail, it was asked, "How does the Lizard bear of you?" "Cape Clear is 140

* An American, who saw this ship on the day of her arrival at Halifax, was overheard at one of the taverns exclaiming to some of his countrymen—"Tarnation seize me if them-ere Britishers arnt getting more knowing every day—I swamp and swear if they hav'nt built three frigates one a-top of the other." Probably this was

miles off, and the Lizard not very far from 300," was the reply. Now this ship was to the northward of the fair way, and had she been as far to the eastward as they thought themselves, she must have passed over the land of part of Ireland to have got there. They thought themselves in the chops of the Channel, and would have steered S.E. by E. $\frac{1}{2}$ E. to make the Lizard, which, had they weathered Cape Clear, would have taken them into the Bristol Channel, and possibly have thrown them ashore on the coast of Cornwall to the northward of Padstow. How numerous are the ships annually thrown ashore on the coast of Ireland to the southward and northward of Bantry Bay, from ignorance of navigation, and not making allowance for the north-westerly current, which nine months in the year sets with variable velocity from Ushant to the north-westward of Cape Clear, always prevailing most after south-westerly gales, and influencing a ship's course, more or less, according to the time she is detained between long. 7° and 11° ,*

the first and only ship of three decks that ever went into Halifax harbour.

* See Major Rennell's account of this current, now named after him.

and between the parallels of 48° N. and 52° , 53° , or even 54° N. lat. Another allowance should invariably be made for an inset into St. George's Channel, which is liable to increase or decrease by precisely the same winds that affect the current across the English Channel.

The Bristol pilots are constantly, especially in winter, falling in with ships to the northward of Scilly whose captains think they are steering a channel course, and that they are at least seventy miles further to the southward. Many are the unheard-of wrecks on the Scilly Rocks—and sufficient for proof are those that are known, from which but few of the crews are saved—attributable to bad navigation, and a most culpable neglect of attention to the soundings, which are so laid down as to set mistake at defiance, and which cannot be repeated too often. In the fair way the bottom is coarse brown sand with black specks, depth from 70 to 80 fathoms; to the northward and in Scilly's latitude it is soft and muddy; to the southward it is reddish and stony, getting more and more so as you approach the coast of France.

Of chronometers and their use and excellence, I shall borrow a phrase from Mrs. Glasse's Art of Cooking, where, in describing the culinary

process to be observed upon a woodcock, she begins by saying, *First catch a woodcock.*—Chronometers are expensive articles, and beyond most midshipmen's reach, and even if they had them, requiring more care than they have either space or place of safety to afford for them.

Were I captain of a man-of-war, I would as regularly insist, on fine nights, that the altitude should be taken, by the mate or one of the midshipmen in each night-watch, by the polar or other stars, worked in the morning, and noted on the log-board, for my inspection, (not for the log-book), as by the sun at noon; and I would endeavour, whenever the exigencies of the service permitted, to induce at least one officer of my number to take and work a lunar once in twenty-four or forty-eight hours; and I would enforce its being done by the midshipmen whenever the bodies were in distance. Many an officer have I known who has acknowledged to me that a long negligence of the practice of navigation has caused a sort of vertigo, an electric shock, when he has unexpectedly been called upon to take charge of a prize. This alone is sufficient to point out the necessity of lunarising; and if the officers were encouraged by their captain, and that captain was not one of the great counts (of

whom I shall hereafter treat), no order would be necessary to adopt a proceeding, the practice of which is so pleasing, and the result so beneficial and satisfactory, that few who understand it but resort to it rather as an amusement than otherwise.

All this considered will, I trust, be a spur, a stimulus, to you, to push your knowledge in search of this attainment, which, with a little application, becomes simple and easy.

In navigation as well as in seamanship, and in fact anything that relates to human knowledge, do not be ashamed to learn from those who know better than yourself. If you take my advice, you will find out who is esteemed the best navigator among the grown-up young men below. Watch some opportunity of pleasing him, and when he is disengaged, ask him to point out to you what you are not already acquainted with; and rest assured, you will gain every information you require; for he must be little better than a brute who would refuse you.

My own opinion on this point is, that no young gentleman should be sent to sea until he thoroughly understands all the theory. The practical part, as I have before remarked, is soon attained with a little attention on board.

This affords me an opening to point out the very great advantages to be derived from being a student in the Naval Academy at Portsmouth; where, from its local situation, in the year or two years a youth spends there, he has frequent opportunities of learning everything suitable to his profession; as all the theory of navigation is taught by the most experienced masters, besides which the time is allowed to be reckoned in his six years' servitude. This is a great consideration; and it is to be regretted that it cannot be extended to all young gentlemen intended for the navy, instead of being confined to so small a number; from which cause it is natural to infer, that only those of most interest are able to obtain a place in the school.

On this, however, I shall remark more largely before I conclude my work; as I purpose to offer a plan of academies to be established, through which all the young gentlemen intended for the profession should be made to pass, before they can be borne on the books of his Majesty's ships.

CHAPTER VIII.

OF GUNNERY.

GUNNERY is a part of your profession with which you may sooner become acquainted than almost any other, from its being the least difficult and at the same time the most indispensable attainment. Nothing will perhaps more strongly point out to you its importance than a review of our losses in the American war; for although the neglect shown to gunnery was not the immediate cause of those losses, yet it tended to make the conquests on the part of the Americans more easy, and not only them less fearful, but almost confident of success.

It is an unfortunate truth, that in all the actions with the Americans wherein they have taken our vessels, the damage done to them has been but trifling in comparison with the great injury we have sustained, although some actions have lasted nearly two hours. If this book should

chance to fall into the hands of any who may have been concerned in the American actions, let them not feel indignant at this exposition of facts. It is cowardly in an historian to shrink from the dictates of truth. Let them bridle their indignation until they have concluded the chapter; and they will find that, instead of being about to detract from whatever share of merit may be due to most of them, or to criminate them for not having taken the vessels it was their lot to engage, I am about to become the apologist of many of them,* and perhaps am not incapable of being so; in the first place, from having been on that station during the whole war; and, secondly (from about the middle of it), having myself spent some time in America. In consequence, I have possessed myself of facts concerning both sides of the question in most of the engagements.

In no actions with any enemy has the undaunted bravery of British seamen ever shone more conspicuous than in all the engagements with the Americans. More fortunate would it have been

* Except those who permitted the Americans to play at long balls, when, from superior sailing, they had it in their power to choose the mode of attack.

for England's honour and credit had British skill and discipline been equally predominant ; on the court-martial of the surviving officers and crew of one of the captured vessels, it was proved that her crew had not been exercised at their guns for an entire year and upwards.

In another, where they had no raised sight on the guns, which was not then very general, the captains of the guns had been so little attended to, as never to have been practised to use the side sight, and the ship was actually brought to action during the disputes of the captain and first lieutenant as to the proper mode of doing it, whether with long balls or short balls : long balls of course prevailed, or she would not have been so easily captured.

The Americans have wisely paid the most minute attention to the art of gunnery in their vessels ; consequently, the cutting up we have received is no more to be wondered at than the very little damage done to them.

As this subject has been greatly discussed, I may possibly go over some grounds of argument that have been already gone over by many ; but, as I never recollect having seen any fair recapitulation of the causes which have led to their capture, and as I think a defectiveness in the art

of gunnery on our part has materially contributed to our losses, this may not be an improper place to lay before the public whatever has come within my knowledge. To my younger readers I must apologise for this digression: but as it concerns the interest of the profession they have embraced, I trust I shall be readily excused.

American frigates, in point of size and crews, and consequently in the most important essentials for an effective man-of-war, were wonderfully superior to ours. Latterly, we did build a few frigates on an equality with them—but they were all a day after the fair. At the commencement of the war we had not a single ship of one deck in the navy fit to cope with their three largest frigates—the *President*, *Constitution*, and *United States*.

Let me first present to my readers a sketch of a British frigate, of the tonnage, scantling, complement, &c. &c. of H. M. late ship *Macedonian*, by which we shall be able to give an idea of both the *Guerriere* and *Java*; although the *Macedonian* was the largest of the trio. The tonnage of the *Macedonian* is nearly 1100; her scantling, that of a 38-gun frigate; the number of guns mounted, 48; being 28 on the main-deck, 14 on the quarter-deck, and 6 on the fore-castle. On

he main-deck she carried 28 18lb. long guns; on the quarter 14 32lb. carronades; and on the fore-castle two 32lb. carronades and two 18lb. long guns; making on the main-deck 504lb., quarter-deck 448lb., fore-castle 100lb., making a total of 1042lb., which, halved, gives 521lb., being, with a little variation, the whole weight of metal thrown at a broadside by all three of our frigates.

The whole complement of officers, seamen, marines, and boys, of a 38-gun frigate at the time ours were captured, amounted to 294 souls; of whom 74 were officers and petty officers; 54, marines (officers included); 20, boys; and 146, seamen; divided between the classes of able, ordinary, and landsmen. The complement has since been increased to 315.

Before we proceed farther let us examine as minutely into the equipment of the American frigates: for our model, let us take the United States, as she is the smallest of the three.

In the first place, she is upwards of 1400 tons—about 260 tons larger than the Macedonian;—her scantling, that of the largest of our 74's.

Her number of guns on the

Main-deck, 30 24lb. long guns;

Quarter-deck, 16 42lb. carronades;

Forecastle,	4 42lb. carronades;
	2 24lb. long guns;
Making on the main-deck,	720lb.
quarter-deck,	672lb.
forecastle,	216lb.

Being a total of 1608lb.

which, halved, gives 804lb.

The whole weight of shot thrown at a broad-side, 283lb. more than that thrown by either of our frigates, making a superiority of more than one half our own force.

Of the crews of the American frigates I can give no regular complement; but it is a well-known fact that the United States had 450 men on board before the action with the *Macedonian*. It is here that I must point out the superiority of the Americans over the crews of British men-of-war;* and a very simple and easy matter I find it. They have but few ships to man, and very great numbers to pick and choose from. The manning of the vessels is entirely left to the commander, who will be careful to take and to

* Always excepting the stuff they are made of.

refuse whom he pleases. They were not tied to numbers; nor were they, in the war, confined to ratings; consequently, it is natural to infer they had the primest men that were to be found, more than half of whom had served in the British navy.* Look to the other side of the ques-

* It was my lot to belong to the *Melampus* when three Americans volunteered to enter from a vessel we had detained in England. It was my misfortune to lose these men in Virginia while midshipman of a boat on duty, of which they formed part of the crew. By way of a singular conclusion to the affair, ¹ afterwards belonged to the *Leopard* when she fired into the Chesapeake for refusing to give up, along with some English sailors, these very men, when, upon searching, I recognised my old friends, I having been the first person, as mid of the captain's barge, to whom they applied for permission to enter. Now these men informed me that there were only three Yankee messes in the ship, and that all the rest were either Englishmen, or Americans who hailed as such, of which number they formed a part. The present Captain Gordon Falcon overhauled the crew, and was much amused at the Lancashire, Gloucestershire, Norfolk, and other provincial dialects of most of them, who one and all hailed as being American citizens. "I bees an American," said one; "I never zeed England," said another; "I come fra Philadelphia loike, to Hampton by vessel, entered ship before mast," said a Yorkshireman; "Why I'm an American," replied one.

tion, and you will find that a British commander must take those who are sent him, and those only ; and also that the good and bad are sent together, according to the preceding schedule : indeed, in such a navy as ours, it is almost impossible it can be otherwise. Selection ought to be and is particularly avoided ; and manning a few ships with all prime seamen would give rise to great jealousies and discontent. In the next place, our men-of-war are always hurried to sea as soon as possible after being manned. No time is allowed to get the ship in the least fighting order. So little is this regarded as necessary, that a thought is seldom or ever given to it until the ship is fairly at sea ; and then, if the weather happen to be bad, it entirely precludes all possibility of attending to the guns. Even if the weather prove favourable, it will take months

"What!" it was remarked, "with that Norfolk dialect?" "Why there, now," added he, "there's a guess! well, I'll tell'e what, yoo have hit it baw; Norfolk, sure enough; but Norfolk in Virginia, not in England." There is no mistaking a Yankee; he cannot disguise himself; and I really believe, out of a crew of nearly 350 men, there were not 50 Americans on board.

before they can be even in tolerable fighting order. On the other hand, the Americans take especial care not to proceed to sea until their ships are in perfect order, until the training of the men to the guns has been particularly attended to, and, in fact, until she can be said to be fit to cope with any enemy. With them it is certainly more necessary, as all their ports are blockaded ; and although the chances of escape are in their favour, yet it is not unlikely that they may meet the enemy in a few hours after their sailing ; while, with us, it is so unusual to find an enemy off our ports, that it in some measure accounts for the little attention paid to the preparing our ships for meeting the foe before we are absolutely at sea. I appeal to any officer, whether it is* ever thought necessary, or whether time is allowed to do what is called "getting the ship to rights," until she is fairly at sea ; and also, whether, when they first go out, the decks are not generally so lumbered, and they are otherwise so unprepared for fight, that, if they had the ill-luck of falling in even with an enemy of equal force in the kelter the

* Instead of *is* perhaps I should now say *was*, as this was written so many years back.

Americans are in—engaging her would not be almost courting capture.

If a delay were to take place in the reporting our ships ready for sea, on the plea of her men not being perfect at their quarters, the excuse would be inadmissible; and the officer doing so would run great risk of censure. The Java was only five weeks out of port, when she was taken with a new ship's company; and a twelvemonth is scarcely sufficient to get a young crew in order. The longer a ship has been in commission, the more effective will she be for action; as they have with time frequent opportunities of getting rid of the riff-raff of the crew, and replacing them with better men. The officers and men become better acquainted with one another, and a degree of confidence in each is the consequence. This cannot be the case in a new-manned ship.—Had Captain Lambert,* his officers and men, been longer together, although they fought against so very superior a force, it is my firm opinion they would have been the victors; and, as it was, everything that men could do under such disad-

* Poor gallant Lambert, it is said, remonstrated with the Admiralty on the ineffective state of his crew.

vantages was done by her officers and crew, and but for the foremast going at the very critical moment that it did, when she was in the very act of bearing up to board, the result would have been glorious to the British arms.

In no actions, except the Shannon and Pelican, have we been at all on an equality. Of all the actions wherein we have been the losers, the Peacock* and Hornet come nearest to equality. The Hornet had 150 men, the Peacock 120; the Hornet carried 32lb. carronades, the Peacock carried 24lbs.; the number of guns the same: there the Hornet had the advantage, both in numbers and metal, throwing at a broadside 8lb. more to every gun than the Peacock. The tonnage, I believe, was nearly the same. The Epervier fought the American Peacock, of 550 tons, forty minutes, although the superiority of the latter was immense, as in tonnage only she was 150 larger. The Guerriere was short of hands, having a great many away in prizes; otherwise, she was not so much on an equality as the Macedonian and United States. I trust, after having stated the foregoing narrative, and pointed out wherein the superiority of the Americans existed, I shall not be suspected of indulging any opinion

* This was written before all the American actions were over.

that our ships ought to have taken their opponents, unless, indeed, they had succeeded in outmanœuvring and laying their ships on board: so far am I from thinking so, that I am convinced, unless it be by some very lucky turn-up at the commencement tending to favour us, or unless the captain be possessed of very superior skill and judgment, and that crew in the first, the superior crew, and that crew in the first, the highest state of discipline, it is next to an impossibility for one of our frigates of the class, scantling, tonnage, guns, &c. of either of those we have lost, to take either the President, the Constitution, or the United States, excepting in a trial by cutlass. Nothing perhaps will tend more strongly to prove this than a review of the "Naval Annals of Great Britain;" and nowhere therein will it be found that any English 32-gun frigate, carrying 12 pounders on the main-deck, ever succeeded in capturing a French 36-gun frigate carrying 18 pounders; and the difference between our 38-gun frigates and the Americans is much greater.

Englishmen cannot be so unreasonable as to expect impossibilities from their navy. If a long-continued series of success has taught them to believe their navy invincible (i. e. with regard to single actions; for, as a body, I am myself con-

vinced of our invincibility), it is time that their eyes be opened. Commerce makes seamen ; and for my own part, I cannot find any argument, any reason, why any commercial country that chooses to fit out so few ships as America has done, should not make those few fully on an equality with, if not superior to,* an equal number of British ships taken at random from the navy—Americans particularly, as England made their seamen, and they are our copyists in every point, and also as so many of them have served on board our own men-of-war.

Notwithstanding all I have said to make the great disparity of force fully comprehended by all my readers, still let it not be understood, although there may be a difference of force, and that a very great difference, between any two ships engaging, that this is to excuse the ship which is the weakest from doing execution proportioned to the number of broadsides she fires, or the length of time she is enabled to keep up the action. Our actions have all lasted a long while. Why, in some of them, was the enemy

* Except contact by boarding, which is the tussle of man and man, not ship and ship ; when our hearts of oak are never found to fail.

so little injured? What became of all the shot we fired? Why was the American return of killed and wounded so trifling, when our own loss was so enormous? How was it that Decatur was enabled (and truly) in his report to say, that "in less than two hours after the action with the Macedonian he was quite ready to engage such another frigate?" How is it that we have the misery of knowing they have a fine British frigate as a trophy in their navy?*

A little advice to my young friends will form the best answer I can give to these questions. If any of them ever get to the high honour of commanding one of his Majesty's ships, let them never be unprepared for any enemy—let them never think themselves perfect, even if they are so—let them never relax in that discipline which made them so; for the enemy is often found when and where he is least expected—let them never make light of an enemy (unless it be by burning him)—and let them be wary, and not treat the marine of a maritime nation with slight. Let them be full of confidence in the firmness, enterprise, gallantry, and tough stuff, of which true

* All the others fought until they sunk, or until it became necessary to sink them.

born Britons are composed.—Let them use their utmost skill in placing their ships where the hearts of their crew may be tried, and their gallant blood not be spilt ineffectually.—Let them never play *at long balls* with any enemy they can by any possibility approach close to—if an inferior, it will prevent escape—if a superior, it will give facility to the experiment of the cutlass, a weapon in the hand of a British seaman as awful and almost as notorious as the bayonet in that of a British soldier—Let them practise back-sword as frequently as they exercise at firing, which cannot be too often—Let them recollect what scantling is, and what weight of metal. The larger the ship, the heavier the scantling—the heavier the scantling, the greater the resistance—the greater the resistance, the less the damage—the larger the shot, the more effectual the destruction—the heavier the ship, the less the motion—the less the motion, the steadier the firing—the more the motion, the greater the loss of time, the chance of missing, and the stronger the necessity for close quarters. If, my young friends, you determine to attack an enemy, and make up your mind, as you always should, to take him—sink him, or sacrifice his Majesty's ship—let yard-arm and yard-arm be your motto—lay him on board—grapple him—secure him

fore and aft with chains of adamant—yourselves lead the way, and my life on the success of the English jack (tar or flag) against the ships and crews of the world.*

The Shannon will live in all our memories, and will ever live in the memory of a grateful country. The Shannon I produce as an evidence of the great advantages to be gained from paying proper attention to the guns, and to the use of the cutlass. Scarcely a shot was fired from her that did not hit its mark. She had been long in commission, and always commanded by that gallant officer Sir P. B. V. Broke. Her crew were in capital fighting order, and I am firmly of opinion, it would have added a still greater wreath to the laurels they have already won, had it been her good fortune to have fallen in with one of the largest frigates.

Had the Statira, when commanded by Captain Stackpole, been fortunate enough to engage the Macedonian, or even either of the others, the result would have been equally glorious to the British arms; for she was, in everything that

* A captain of his Majesty's navy, now at my elbow, says this is very well, but suppose there is a swell? I can only say, circumstances may occur under no man's control; my advice is not the less worthy of attention.

CONCERNED a British man-of-war, the “ne plus **u**ltra” of human ingenuity.

My abilities not being equal to the task, I **C**ONCEIVE it would be presumption in me to treat **O**N the theory of the art of gunnery, and of which **S**O many able men have already written. To **G**AIN a knowledge of the practical part, is, in my **O**PINION, all that is necessary. I shall therefore **C**ONCLUDE this subject, by advising you to take **E**VERY opportunity of watching the range of the **S**HOT, whenever guns are fired at a mark; and also to **P**RACTISE yourself, whenever the guns are exercised. Do not puzzle your brain with any of the books of theory that have been written; for you may gain all that is required by attention and practice. I will venture to assert, that any **S**EAMAN, belonging to a well-disciplined ship, will throw a shot and hit a mark with the most book-wise, rule-taught artillery-man in the world, even on shore; and on board ship, they will naturally have the advantage, from being more used to the motion.*

* It is not simply in firing alone that the skill of a sea gunner is called into play. I hear marine artillery are now trained for that purpose; I question much the wisdom of the plan. Six good seamen will knock a gun about bet-

The capture of the *President*, one of the largest the Americans had, has long since given Englishmen an opportunity of judging by ocular demonstration of the immense superiority of the Constitution and United States over their 38-gun frigates; as they are all nearly of a class, and mounting exactly the same number of guns and weight of metal. The *President* threw 148lb. more at a broadside than the *Endymion*, which ship carries 13 24lb. guns in each side on the main-deck. The result of this action is another strong proof of the advantages of 24lb. guns over 18lb. do., for no ship carrying 18lb. guns would ever have given the *President* so immense a beating as she received from the *Endymion*. There has been much warm discussion about this action, for which reason I shall refrain from entering into the particulars of it, and shall content myself with observing, that it would be unjust to deny that Commodore Decatur is deserving of the highest credit for the meritorious and gallant

ter than twelve marines, as they know how and when to touch the gun with the handspike or tackle with double effect, by an intuitive sort of gift, as to timing their pull or heave, accommodating themselves and the gun to the motion of the ship.

resistance he made in the face of so superior a force as composed the whole squadron : and that it is to be regretted he has somewhat tarnished his fame by a want of candour in the letter transmitted to his country, accounting for the capture of his ship.* On the other hand, Captain Hope, his officers and crew, deserve every possible praise that can be bestowed on them, for their skill, gallantry, and exertions : and although there are those who, from envy or jealousy, refuse to allow them their share of credit, and even insinuate that by herself she would not have captured her ; I can only observe, that I should have been proud of being one of the crew to have made the experiment, in spite of the immense superiority of the Americans both in men and guns ; and although the odds are more than sufficient to admit a doubt of the result, yet from the conduct of the *Endymion*, I am convinced her flag would never have been lowered to the American.

* This was published before his death, otherwise, although an enemy, I should say, "*De mortuis nil nisi bonum.*" He was the best officer out and out the Americans had.

CHAPTER IX.

OF KEEPING A JOURNAL OF REMARKS OF HARBOURS, ROADSTEADS, &c.

AND ALSO

OF TAKING PLANS, DRAWING CHARTS, &c.

You may derive great professional advantage from keeping a correct book of remarks of all the different harbours, headlands, roadsteads, and coasts, you may visit, for charts are seldom trusted to, being seldom correct. Sometimes shoals are omitted, and often they are laid down with false bearings ; consequently by confiding in a chart, you may lose your vessel on the very shoal you meant to avoid. It is a general custom to take a pilot on board on entering any port, and I advise you all to adopt and adhere to it on having charge of a prize, even if you are acquainted with the port you are bound to, as by so doing you are relieved of the burden of re-

possibility. The elements are sometimes treacherous, and are often as likely to force you on known as an unknown rock or shoal.

On a hostile coast, pilots are seldom to be obtained, as the taking charge of an enemy's vessel is treason of the blackest die; and as it is impossible to foresee who may be our friends and who our foes during our lives, I advise you more particularly to put this plan in practice in making any foreign land, or entering any foreign port.

Great events often take their rise from the most trifling occurrences; and by paying attention to advice on subjects which at the time have appeared of little moment, many and great benefits have been the consequences; while, on the other hand, neglecting the same, because you cannot at the moment foresee any possibility of great advantages to be obtained, or from considering the matter of too trivial a cast, much has been lost, and in many instances the groundwork has been laid for lasting regret.

Keeping a journal of remarks may appear to many of you of trifling consequence. Conceiving its effects as at best imaginary, the adoption of the plan has certainly nothing detrimental in it, and on trial it will be found that, besides the

knowledge and information you would acquire, which of itself is sufficient to make it a pleasure, there are many and great advantages to be gained. Credit, honour, and promotion, are not only within the pale of possibility, but are the probable consequences.

As it is a principal part of my plan to make everything as intelligible as possible to the very youngest of my readers, I must not neglect it in this instance, particularly as the mode I shall adopt will point out beyond the possibility of contradiction, the good effects likely to arise from paying attention to my advice on this subject.

Let me then, reader, suppose myself, or you, or any third person, to have become acquainted with any of the ports of America, and taken care to note down in his remark-book, all the tracings of the shoals, the marks for entering the passage, depth of water, &c. Years roll on and bring with them new and unforeseen events. Let us suppose that six or seven had passed, and that the two countries declared war; that he had been promoted to the rank of lieutenant, and was on board one of the ships of a squadron ordered on service in that part of the world; that they were destined to destroy the batteries, shiP-

ing, or take the very place where he had formerly been, and of which he had still his book of remarks.

The squadron arrives off the place, the navigation is difficult, and the senior officer does not think it prudent to venture in without pilots. None are to be obtained. He of course will inform his commanding officer of his degree of knowledge of the port, and produce his remarks in evidence: possibly, he would be pitched upon to pilot the squadron in; and if the expedition was attended with success, his promotion would be certain. Besides, he would have the heart-felt gratification of feeling that he had rendered an essential piece of service to his country, and for ever established his own merit.

I trust I have, by this imaginary recapitulation, sufficiently proved to you the great probability of the adoption of this measure being of service to you. All you who agree with me I am certain will adopt it. If there are any not of my opinion, I hope I may persuade them to make the experiment; I am convinced they will be gainers in the end; and one thing is certain, they can lose nothing.

No plan is necessary to be given; simply take down the soundings, landmarks, distances,

courses, &c. &c.; and enrol them with whatever explanatory remarks your ideas of placing the whole in the most intelligible form may make requisite. No verbal explanations of local situations are so clearly comprehended as when accompanied by a chart; for although you may perfectly comprehend all that is necessary from your own remarks, yet you will find your readers or auditors will not so fully understand as they would were it drawn in black and white. Nothing is so simple as learning to make charts; and when a young man can do this well, he has many opportunities of making himself useful to his captain; to please whom, on all occasions, is a midshipman's first interest.

I cannot conclude my observations on this subject without remarking, that if there are any whom I have failed to bring over to my opinion—by holding out the prospect of fame and promotion, the degree of merit and the additional knowledge to be acquired by only taking the trouble to make and write their remarks in a book, and also to form charts or plans—I greatly regret my advice being lost on them. As a last attempt, I must once more warn them from suffering themselves to be led away by any wretched examples before them, from being infected by that

sad disease, of which I have treated in the beginning, idleness; as an antidote to which, I recommend to those who cannot find better employment to put these plans in practice; which, I must once more repeat, will increase their knowledge, give them a relish for geography, become an amusement to them, and prove of solid use in the end.

CHAPTER X.

OF YOUR CONDUCT TO YOUR EQUALS.

WE are by nature, on our outset in life, unsuspecting, open, and ingenuous ; and happy were it for us all, could we always remain so : happy will they be who pass their lives without experiencing any of those various rebuffs of fortune which first awaken their unsuspecting tempers, and place them on their guard against their own species. Human nature is frail and faulty, and, calculating upon the common course of events, the rising generation will discover, what others have discovered who have gone before them, enemies under the garb of friends, and base ingratitude from those they have benefited.

On our first entering on the duties of professions or callings, we are generally too young to be suspicious of our fellow-creatures, and too innocent to give room for it in ourselves—unless indeed our ideas have been warped at home or

at school by bad tuition or narrow instruction ; nor is it until we have experienced treachery from fancied friends, and malice from people we never injured, that the veil is drawn from our eyes.

Far, very far am I from wishing you to mix a tincture of mistrust with the noblest feelings of your nature. It would be acting in direct opposition to my opinion, "that nature should take her course, and that no one should be suspicious of another until he have reason to be so." It would be acting contrary to my own ideas and principles ; it would be laying myself open to just and merited censure. But lest there should be any who think my observations at all likely to bias the minds of the young to reserve, and to occasion their being suspicious and distrustful before they have experienced any of the occurrences in life which might authorize their being so, I must beg them to recollect for whom this book is written. It is not written for youth in general, and in all stations, but only for those intended for the navy ; and although the comparison may be drawn nearly together, indeed, so near may it be brought as to make no difference perceptible to the eye of a landsman, "that the advice that would benefit or be detri-

mental to young gentlemen in or intended for the navy, would also be the same to any other class of youth ;" although, in a general sense, I am myself ready to admit this, yet, as a professional man, I feel differently, and think there is advice, and not professional advice, which may and ought to be given to them, that would be by no means necessary for those in other callings. In that opinion I shall continue, to the best of my abilities, to point out to the young gentlemen intended for that profession, whatever I conceive will tend to their improvement, happiness, and advancement, in the firm hope and belief, that I may benefit many, and in the confident feeling that I shall injure none.

Considering for a moment our situations on board ship ; shut up as it were in a box, and confined to the society of so small a part of our fellow-creatures ; and in the habit of seeing those only week after week, month after month ; the idea naturally suggests itself of the important and great duty incumbent on every body to do his utmost in keeping up the order, unanimity, and good understanding, of the whole body.

And it becomes of little difficulty to point out to you the superiority of those who make it a

point to be always obliging, open, and civil, in their demeanour, over those of the opposite cast of character.

In proportion as the numbers are contracted, so are the characters of the young gentlemen in a ship (when compared to the great world) quickly developed and noticed by all: and faults and errors, which would pass unnoticed in the world, here attract immediate attention. Neither is this to be wondered at, for very few of us have sufficient work to employ our whole time; while on shore, most men are so wrapped up in their own concerns, as to have but little time to notice the conduct of their neighbours. And again, the want of subjects for conversation, and the great pleasure some of us take in finding and pointing out the errors, foibles, and weaknesses of our fellows, is an additional reason; which by the bye is the greatest possible sign of folly we can be guilty of, and a sure proof of a depraved heart. It generally arises from the mistaken idea, that, by lowering our contemporaries, we raise ourselves in the opinion of others; while, on the contrary, so far from this taking place, we are the more despised by our auditors.

It is always advisable to avoid giving offence

to any; and if through accident or intention a lapse should occur, it is also advisable to seek an immediate reconciliation. By so doing, much misery is spared; and although it is difficult to sue for forgiveness by admitting our errors, yet nothing is more honourable, or more to our credit. On board ship, it ought not to be delayed an instant; for there you cannot avoid the person you have ill treated, but your offence is brought to your memory at every turn, by continually encountering him. Whereas on shore, although it ought to be no excuse or palliation for the offender, it is some consolation, that you possibly do not meet the man you have injured once a month, or perhaps once a year. This will point out to you the benefit and the necessity of speedily redressing an insult; for if you neglect doing it in the beginning, and at the moment you are touched with remorse for your conduct (which generally happens), you undermine your own happiness, and by remaining obstinate in error, make enemies of those whom, by conducting yourself with sincerity of heart, you might have not only secured as your friends, but have drawn forth additional esteem from their admiration of your conduct.

There is no sensation so pleasant as that of

being forgiven our faults by honestly admitting and confessing our guilt, and laying open our hearts to the injured person. A weight is thereby taken from our bosoms, and happiness and self-approbation are the results. Yet it is no less strange than true, that after the first moments of remorse are over, few of us can be brought to acknowledge ourselves in the wrong, although day after day we regret we have not done it.

In proportion as you should be careful to whom you give offence, so ought you to be careful with whom you are intimate; you should endeavour, before you admit an intimacy with them, to find out the leading traits in the characters of your associates; for as you are probably to be with them for years, you would, by ascertaining their good or bad qualities, early learn what would offend, and what would please.

Having spoken on the subject of your conduct to your equals, and I hope sufficiently pointed out what road you ought to choose, I shall conclude with some remarks on your conduct to your messmates.

To be esteemed and respected by them as by the rest of mankind, you must be strictly upright and honourable, regulating all your actions

by the virtuous sentiments of your mind ; for if peace can never continue, if your conduct and ideas are at variance. Circumstances so vary, that it becomes a difficult task to point out any general rule for your conduct with regard to your messmates. If nature had endowed us all with exactly the same dispositions, no remarks would be necessary ; but as it is otherwise, and as among possibly one hundred midshipmen with whom you may mess before you have even served your time you may not meet with two similar dispositions, it is incumbent on me to point out to you two or three descriptions of characters principally to be guarded against and dreaded, as being the most dangerous to your future happiness and peace of mind.

The first and most to be avoided is, I regret to say, the most general characters that you will meet, and be obliged to mess with. I allude to those who almost think religion a crime ; who have not only a total want of it themselves, but laugh at and endeavour to bring down to their own level, all who have any ; and these, too, are always among the number to whom, being much older than yourselves, you are likely to look up. They are generally to be found among the seniors ; for when first you come to sea, you are

all generally too young and too harmless to do wrong in that way. When just from home or school, you are too much impressed with the reverence due to religion even to think of doing so. But I am too well aware of my want of ability to treat on these matters; and know myself too weak to practise all I preach; that I frequently am not "one to follow my own teaching;" yet in this point I write from what I have felt, when I assure you that with an ill-affected mind you never can be blessed with virtue; and without a high, a proper sense of religion, no mind was ever well affected. No virtue, properly so called, can exist, if religion be not the fountain from which it springs. By believing in God and trusting in him, your happiness will be lasting. Do not then let any example or remarks dissuade you from acting up to and bearing in mind what I am sure was the last parting wish of your father and mother or friends.

I do not wish or advise you to practise it at all publicly, because, unfortunately, its disuse in the navy, combined with the fanatical abuse of it by some few bigoted characters, has given to those who have any outward show of it, the name of psalm-singers; a name of little conse-

quence anywhere but in the navy, but there much dreaded, because their private practice, generally speaking, has been so much at variance with their public professions, that a psalm-singer and the most unpleasant and tyrannical character are synonymous terms. Make no outward show, profess nothing, unless you are asked, and then with conscious rectitude declare your principles, and disregard the scoffing of the irreligious. Be assured it arises from a consciousness of their own inferiority. If you have a clergyman on board, of course you will always attend public worship; if not, never lose an opportunity of going to church when in harbour. Thus far let your outward worship show itself; but privately, let your pillow night and morning be the witness of your devotions. There you need fear no interruption; and surely giving ten minutes to Him who gives everything to you is not giving too much.

The next character necessary to warn you against is also older than most of you, when first you commence your career (indeed little is to be feared from those who are younger), consequently one by whom you may naturally be influenced; and he is just as likely to ruin your happiness and destroy your peace of mind as

the former. He is what is termed a "very fine fellow;" one who makes a boast of caring for nobody, a braggart, and generally a bully; and one whose opinions and ideas those who are at all viciously inclined often adopt. There is scarcely a ship without this leading member, whose great delight is, by his secret advices and machinations, to kindle the torch of discord among his messmates. Having done this, he continues behind the scenes, to fan the flame.—You are likely to imbibe from him the most pernicious principles: he will endeavour to persuade you into vice, and show you the road: he will teach you to disregard the advice of your friends, of those who really wish you well; he will make you practise idle and injurious habits, cause you to disregard the commands of your superiors, to neglect your duty, and in the end to be disgraced and ruined.

If there be a tell-tale in your mess or ship, one who has been or can be proved to be such, —avoid, condemn, and despise him; he is a despicable character; and ought to be kept in continual disgrace for the finger of scorn to point at. There is nothing noble, nothing honourable, and nothing generous, in such a creature.

For the rest, nature must do her work : only endeavour to preserve equanimity of temper. Try to be consistent ; never ill-natured to any, but obliging to all ; generous, liberal, and open in your conduct, and you will meet the respect and affection of all your shipmates. If, on the other hand, you display a bad temper, a sordid, miserly disposition, or a want of liberality in idea or action ; you will be detested, constantly teased, often thrashed, and always rendered miserable ; which possibly may tend to make your temper worse, and strengthen its infirmities with your years. Had you been with your relations, more kindly means might possibly have turned the scale to your advantage, and cured your defects ; whereas, in the cockpit, kind and gentle means are never practised.

Your own good sense must point out to you whose manners and conduct are most consonant to your own ideas of rectitude and propriety : endeavour to make such your friends in the common acceptation of the word ; those with whom you may associate and be intimate, without running the risk of imbibing improper principles. If among all your messmates you find one true friend, you find one of the greatest treasures on earth. Be careful in your choice of that treasure,

and ever ready to offer your friendship ; as by so doing, you impress upon the minds of others your own openness and generosity of heart.

Let him be one in whom you can confide with safety, one who will venture not only to point out your faults, but your weaknesses also ; who will tell you truth, who will defend your reputation, and who will, should you be overtaken by misfortune, assist you as eagerly with his purse, as he will endeavour to heal your woes by pouring the balm of consolation into your afflicted bosom : one who, in short, will, in any situation, prove himself to be your friend. In being thus particular in your choice you should recollect, you never can merit such a friend, unless you can be such a one yourself.

I cannot conclude this subject without once more returning to and warning you against the sin of detraction. As you value a bright reputation, try to build its structure upon the base of your own virtues, and not on the depreciation of your competitors. It is a strong symptom of envy and jealousy having the predominating sway over your actions. They may possess good and amiable qualities, without in the least robbing you of yours.

To conclude, let me exhort you to do good as often as you can ; for a series of virtuous actions will raise you high in society. Do not, when in harbour, and in the enjoyment of that relaxation on shore which is allowed from the routine of service, allow those of your messmates, who are older than yourself, to lead you from the path of innocence and virtue ; endeavour to discriminate between real pleasures and those which only have their rise in the imagination. Innocent pleasures are attained without trouble, while those which have vice for their helmsman, cost much in the pursuit. The more innocent, the more valuable are they, and the more do they tend to confirm your happiness ; while by giving yourself up to the enjoyment, if it can be so called, of vicious pleasures, you become old before your time, undermine your peace and happiness, and destroy your health ; for they are equal enemies to the constitution and to the mind.

CHAPTER XI.

OF YOUR CONDUCT TO YOUR SUPERIORS.

MANY of the arguments and observations I have made use of in the preceding chapter, may with propriety be repeated in treating of your superiors; to the recollection therefore of whatever is applicable I must refer you, by which I shall save you the trouble of reading, and myself of writing, more than is requisite.

There is much, however, in the last chapter which refers to your equals only, as also much that ought to be said in this respecting your conduct to your superiors. To deduce whatever is applicable from the former, I shall leave to your own good sense and judgment, adding to the latter such ideas as I think and hope may be useful, and tend to gain and secure to you the esteem of all your superiors.

In the preceding chapter I have intimated, that

a certain degree of caution is not amiss, even with your equals. If so, how necessary must it be with your superior officers, with whom it is seldom that you can have opportunities of forming such an intimacy as with those with whom you are in the habit of living; and consequently it is scarcely possible for you to discover much of either their good or bad qualities, their dispositions or their tempers, which requires more cautious conduct on your part.

I am now considering the whole of your superior officers as a collective body, and speaking generally of the whole. In due time, I shall bring under your observation fictitious individual characters, intending thereby, first, to draw rules for your general conduct with the whole, and then with such of them as you are all likely to meet with.

First then, never suffer yourself to be betrayed into taking a liberty with any senior officer, nor into retaliating any liberty taken with you. I say, betrayed, because should there be an opening given, which nine times in ten is not intended, you may be liable to forget yourself, and thus take an advantage which will be deemed unwarrantable. And here it will be very beneficial to learn the distinction between familiarity and

condescension. When a downright liberty is taken with a midshipman or youngster by any officer, and the other retorts, it is no more than that officer deserves, and he not only does wrong in noticing it, but betrays great symptoms of weakness; yet if he please, he has it in his power to "top the officer" and hurt your feelings by reminding you of your subordinate situation, ordering you to desist, or putting you in mind of the respect that is due to his rank. Therefore, it would be as well to put it entirely out of any senior's power to do so: in the first place, by being particular in not retaliating; secondly, by suffering any little pointed observation or liberty to pass unnoticed; and thirdly, by submitting always, if possible, without a remonstrance; which boys should ever do. In so doing, they gain much by their good-nature; whereas those who are pert, and cannot take a joke without quickly passing another on their superiors, injure themselves much, and are set down as insolent, forward youngsters; and perhaps nothing is more injurious to them both in a public and a private way than being considered as such. For all are governed more or less by their partialities and dislikes; and the boy that is of a good private character and amiable

temper, will gain the esteem and good opinion of his seniors, and be pushed into notice sooner, than he who is insolent or forward, morose or churlish.

If you find any of the officers take more than ordinary notice of you, which is generally the case with lads of good, open dispositions, and give you the use of their cabins, which is always a great advantage, be particularly guarded in never repeating anything you may have unavoidably heard in the ward or gun-room. If possible, always absent yourself immediately on the first appearance of anything like a dispute or quarrel among any of the officers; consider everything you may have heard as imparted to you in confidence, and not to be divulged. Never make yourself a party in any conversation between any of the officers in that cabin; unless you are invited by a question from either of them, or unless a proper opening be given you; when, should points of service be discussed, attend as much as possible to the arguments of your seniors, as it is the best way of coming at the truth, and of enabling you to discover who is the best seaman or most clever officer. Should the discussion be carried on with propriety and coolness, you may always learn more in this way than by asking

questions; for subjects will be agitated which, from ignorance of the profession, you would never have considered necessary to inquire about. On the other hand, which is more frequently the case, you perceive the argument is not founded in reason, but solely a trial for victory, it were better not to attend to it; for each will advance, in support of his opinion, ideas that will only lead you astray; that are often indeed in direct opposition to his own sentiments; and urged only with the idea of silencing his opponent; often, too, on catch-words or accidental wrong expressions, perfectly extraneous from the original discussion, which, in these noisy disputes, is generally entirely lost sight of, or only renewed or recollected after some moments' respite, or breathing-time, has been allowed to each. In these, which I denominate ship arguments, the roughest or greatest bully carries the day. Not only on points of service may you benefit by the cool and deliberate discussions of your seniors, but also on all subjects; and it will tend greatly to your improvement always to listen attentively to them, as it will demonstrate to you the ways and opinions of the world in general.

Hear as little as you possibly can, and betray

still less knowledge, of the affairs of your superiors; for if, in the hours of intimacy and social intercourse, an officer divulges to you circumstances concerning others as well as himself, and if afterwards, through some of the unforeseen events which happen continually, a breach take place between you, and it is not speedily healed; with time his dislike will be attended with more acrimony. Fear engenders hate, and from feeling himself in a certain degree in your power, he will be continually suspicious and fearful of you; while, from the very great disparity of situations, he has it in his power to injure you much, if he be of a paltry vindictive spirit. He may watch opportunities for finding fault with you on service, and these, with youngsters, are not long wanting. As an oldster, it would oblige you to be unnecessarily, scrupulously, correct in your duty; and although by a steady adherence to it you would render it difficult for any one to find fault with you, yet the situation of a midshipman is so subordinate, that if a senior lieutenant be determined so to do, he can find fault with the most correct, and even prevent the power of expostulation. There is no tribunal to which a midshipman can appeal; unless indeed it be for something of consequence, some

very glaring ill-treatment; when of course his captain ought, and generally will, see his grievances redressed. The captain, however, must support his officers in preference to his youngsters, who should pause and consider well before they attempt to arraign a superior officer to his captain. On small points of service, the captain would not be pestered—would not even hear you; yet these, as well as points of greater magnitude, are equally competent to hurt your feelings, and render you uncomfortable.

Indeed, the nature of the service is such, that it is hard to define the extent of power allowed to officers over the midshipmen. Some will continually abuse them even when they do not deserve it, and this is the use that many make of their power, perfectly misconstruing the intention for which that power was placed in their hands, without reflecting how little and insignificant they make themselves appear, by persecuting those who have no means of resistance; and in many instances without considering that a year, nay perhaps a month, or a week back, they were themselves in that situation.

When compared with those who know their duty, the treatment of the youngest among you is but of small consideration; for if you are

watched, there is scarcely one that does not commit some error once a day ; although at the same time your feelings will naturally be hurt by meeting with what you deem unmerited ill-treatment. When it goes higher, and happens to the older midshipmen, it becomes of more consequence, and is a shameful abuse of power that ought to be remedied ; an official misdemeanour, which, however despicable it makes the practisers appear, tends greatly to undermine the foundation on which the service is built, by forcing from it many promising young men, who, had they remained, might have been ornaments to the profession ; and by causing others, who feeling the sting of unjust accusation have spirit enough to remonstrate, to seek a more ignoble livelihood. But what is worse, others, from haste and violence of temper, made doubly so from cruel treatment, so far commit themselves in remonstrating as to be stripped of their coat and turned before the mast, where they either pine in silent misery, or brood over after-mischief.

With the captain the case is widely different, for, to apply a remark often made use of with respect to midshipmen, *he cannot do wrong* ; at least, if he does, few will dare to tell him so. This, however, does not extend to all under him.

The officers have a situation to support ; and it is only those who have committed themselves by ill conduct—or that are dependent on their captain—or those that, expecting their promotion or something else at his hands, have a dread of losing their chance by giving him offence—who fear to come forward and support the true dignity of the station in which they are placed by the Lords of the Admiralty, and who ~~unwillingly~~ suffer their liberty and independence to be snatched from them by those captains who fancy themselves petty kings, who dislike the slightest appearance of independence in their inferiors in rank, and being of morose and discontented tempers, hate to see anything like liberty or enjoyment that is not derived from themselves, and with their gracious permission dealt out as a magisterial favour.

With a midshipman, I repeat, the case is widely different ; for he that remonstrates with his captain in that situation, unless he has previously made up his mind to quit the service, is little better than a fool. Few but his equals ~~will~~ give him credit for his independence ; he can gain nothing by it, but may lose everything.

PART II.

OF YOUR SUPERIORS.


BEFORE I proceed further, I must caution you to beware of listening to the opinion of the croakers in the navy ; people who, from disappointments, ill-treatment on the part of others, or more frequently their own ill-conduct, have become disgusted with the profession, and endeavour to make all of their way of thinking ; who are continually searching for and pointing out all possible instances in proof of its servility, and as being little better than a state of slavery. It is, we are aware, quite unpleasant enough, and no one need look far to find abundant proof of its being so.

It never was, and from its nature never can be, otherwise. It is, however, no proof of philosophy to make it appear worse than it really is ; to bind ourselves with imaginary chains, as though our real ones were not sufficient.

But at the same time it has its pleasures, and circumstances are perpetually occurring that cannot fail to give a relish to it quite impossible to describe.

There is much, very much to be proud of; and you have only to look in the face of either an officer or a foremost man of a ship of war, although he be disguised by dress, to know him to be such; indeed, in no country is there to be seen such manner and such expression as in the officers or men of either the army or navy of England. There is an open independent hearty look, totally removed from the fierceness of your whiskered continentals. In our manner, too, there is a gallant bearing, such as seems to say, I have reason to be proud of my profession and my country, but my heart is open to the distresses of all my fellow-creatures; although, as compared to myself and my comrades of either profession, I think them all poor helpless things.

Those do wrong who are perpetually magnifying the evils that do exist, and talking of others that have no existence but in their own ideas. It is the duty of all to make the best of it, in order to insure, in the hour of danger, a better support, and to raise a stronger bulwark in the



hour of necessity, for the protection of our sovereign, our country, and our homes; and not to undermine or sap its foundation, by trying to disgust and poison the minds of those who are willing to be pleased with it; of those who are contented to take the rough with the smooth, and at any rate to make themselves as comfortable as their situations will admit.

You will have many bitter pills to swallow; and I recommend you to make up your mind to take them, as a good child does his physic; and, if possible, even without making wry faces. Endeavour to steel your pride as much as possible against conceiving as insults things that you will hear; and, in spite of reluctance, be obliged to bear from your superior officers, on matters touching the service. Console yourself with the reflection, should you really be ill-used, that it is with impunity because out of your power to resist. In short, endeavour to be calm and placid; make allowances for the shortness of your services, and the length of your superior's; for your ignorance of the profession, and his knowledge of it; for his rank, and your subordinate situation; try to think it is not the man finding fault, but the service through him. Above all, do not smile during or after a reprimand.

mand, or look contemptuously or pertly: nothing is more annoying to a superior; nothing so likely to raise his choler, and nothing so likely to cause your being persecuted and harassed by official vengeance.

It would be well not to allow anything that happens on deck to influence your conduct in a private way; not to imbibe hatred towards a man who possibly could not avoid complaining of or punishing you, without incurring himself the displeasure of his captain, or without neglecting his own duty.

Learn to make allowances for the length of service, age, foibles, and infirmities of your superior officers; and never for a moment lose sight of your own youth and inexperience.

Those who are discontented with our profession, are particularly fond of drawing comparisons between ourselves and our brothers in arms the military. These comparisons will never mend the profession: they are not only injurious to it, but extremely detrimental to its interests; and they are sometimes attended with as much injury to individuals as to the service. Many young men, who have even sagged out their six years' servitude, and obtained lieutenants' commissions, have left it for a commission in the

army. I wish to warn all my young readers of the folly of deserting the profession in which they first embark, unless indeed in the outset they are found to be unfit for it, when the earlier they quit it the better; for being young, they may gain a little more knowledge at school, or at home, before the time will come for their striking into another path. But if they pass any time in the navy, and then leave it for the army, it must be a cause of ceaseless, continual regret, that they had thrown away so many of the most precious days of their lives.

Let us canvas and try to find what are the reasons produced in favour of the superiority of the profession of our brother defenders of our king and country by the croakers in the navy.

If you will listen to them, they will endeavour to persuade you that ours is, when compared to the latter, but a service of slavery.

The only good reason that exists is seldom thought of in discussions respecting the services, the inequality of the pay. This is a serious evil, but serious as it is, the organs of speech are much more loudly exerted to express the indignant feelings of offended pride, when comparing the treatment of the senior officers in the navy to those subordinate to them with that of

the army, than to demonstrate this glaring injustice. A lieutenant of the army receives as much or more pay than a lieutenant of the navy, although the latter is equal in rank to a captain of the army. To enter fully into this subject, and to explain all that might be advanced on either side, would lead me into a laborious detail I am anxious to avoid—and I trust I may be the more readily excused doing so from feeling convinced that this is not the place where the shoe generally pinches.

That we are badly paid there is no doubt, neither is there any good reason why we should not be placed on an equal footing with the army. The only one which has even the slightest pretension to plausibility is the chance of prize-money, and a perfect chance it is, a complete lottery, which, if even it be allowed that in the time of war it may put a few hundreds into the pockets of those who are fortunate enough to obtain employment, certainly ought to have no influence on the half-pay* of the many hundreds

* By arrangements since the first edition, the half-pay of lieutenants has been made nearly equal to the whole pay, whether as a reward for past services or a retaining fee for future, I am at a loss to divine.

that solicit and cannot obtain active service even during the warmest hostilities, nor of the thousands who in time of peace are thrown on the shelf.

Many of us feel that our pride is humbled at the degree of respect junior officers are obliged to pay to those over them; and this we call a state of servility, which only has its birth in our own disordered imaginations; for the service exacts that respect, and not the men; and it is our duty to grant it without a murmur. This, when put in competition with the familiarity that exists between officers of all ranks, and the degree of affability with which the commanding officers treat those subordinate to them in the army, is the stumbling-block against which we all strike our feet; and arguments on arguments, instances on instances, do we produce to prove our own state of bondage, and the liberty of the army. Most of these observations are unexceptionable; and those which are not so, cannot easily be answered by naval men.

— Yet it is a serious evil that this degree of discontent should have crept into the service, that this invidious comparison should be so often resorted to, as it tends to undermine the service, and to disgust those with it who have

not tasted any of the sours of the profession to authorise them to cherish such a feeling.

What are the reasons in favour of the superiority of the profession of the soldier, as touching our private interest and our private feelings?

First, In the army that strict discipline is not always kept up off, which it is considered necessary to maintain on parade; while in the navy, unless unemployed, we are never off parade. We have no stated hour for duty; all is service, month after month, year after year; and when this is fairly canvassed, and duly considered, it will be found that it is not only proper but absolutely necessary.

The distance between the men and the midshipmen, and the respect paid to the latter, are and ought to be very great; as also the distance between the midshipmen and the lieutenants; and by the same rule, that between the lieutenants and the captain: and this it is which supports the discipline of a man-of-war. If the captain were free and familiar with the officers to the extent which obtains in the army, and the officers were as free and familiar with the midshipmen, the men would be inclined to encroach beyond their bounds; for it is the very great deference which they see all classes above them pay to the

captain, which tends to secure respect and attention to the commands of superiors.

The conduct of an old boatswain, who sailed I think with Captain Craycraft, will serve to show you the opinion of persons of that rank on the degree of distance that ought to exist between the captain and themselves.

The captain inviting him to dinner, he returned his compliments, was obliged by the favour, would be glad to drink his health in a bottle of his port, but hoped he would not make him dine with him—for it was his opinion that “too much familiarity bred *discontent in a ship.*”

Again: In the army, off parade, the officers and the soldiers are entirely separated from one another; while in the navy they are all shut up in a small compass, and there is no avoiding the presence of the men. It is therefore naturally incumbent on every officer to be particular, and correct himself, in order to enforce the same with the ship's company.

Why are there many arguments in favour of the superiority of the army unanswerable by men in the navy? From our ignorance of their profession,—it not being in our power to produce instances of tyranny and oppression to keep pace with the instances advanced in proof of its

existence in our own. But could we, when these disputes are on foot, introduce some old officers of the army, equally disgusted with and disappointed in their own profession as those who make a practice of resorting to these discussions in ours, we should no doubt find, that there are also bitter draughts to be swallowed in that profession.

The time has not long passed, when the whole nation looked upon the officers of the army as nothing, and upon us as everything, which made us vain and conceited, many of us swaggering outrageously upon the strength of it. I had almost said the tables have turned, but feeling liberally, I must not be invidious. At any rate, under our immortal Wellington our army has raised itself to a height unprecedented in history; a long series of brilliant victories has taught the nations of the world to fear and dread it, and England (maritime nation as she undoubtedly is) to give it at least an equal share of her trust and confidence; but, what was most devoutly to be wished, the tars of our fleet, who formerly as co-defenders of our country used to despise, have been induced to respect and honour it—the frequent co-operations and communications resulting between the services from

the war of the Peninsula having greatly influenced a mutual esteem.

This is as it should be, and I trust as it ever will be, for call us by what name you will, we are all soldiers, whose duty it is to fight, and whose highest honour it ought to be to die, in the defence of our king and country.

The captain's power on board a man-of-war is almost absolute ; and unless he renders himself criminal by some flagitious conduct, what he does will pass unnoticed ; for there are reasons which prevent even those who would do it from principle, and from a public wish of benefiting the service in general, from bringing his conduct before a proper tribunal. He has the entire management of everything, and his will is a command to all. In proportion to the captain's power, so is that of the officers under him of more or less force ; according to their gradations. That this degree of power should be centred in the captain, is not only right, but absolutely necessary, for without it, it would be almost impossible to maintain that discipline required to keep a British man-of-war in order, and to prevent every one subordinate to him from encroaching beyond the proper bounds.

That there are, however, some disadvantages

attending this strictness, this great deference paid to rank, is also true, both in a public and a private way ; but much more so in the latter than the former, for it must be carried to a greater extent than is requisite to make it publicly disadvantageous. A strict and proper discipline is always the best security for a punctual discharge of duty.

Some officers, however, overdo their parts, and from not condescending to repeat their orders twice, or not taking care that they are clearly understood, often occasion miscarriages, and the service in the end is injured ; for the officer who receives his orders from persons of this description, although he does not perfectly understand them, will run the risk of guessing at whatever is incomprehensible rather than ask a repetition ; from the fear of either receiving a reprimand for his stupidity, or of being thought a fool, if he is not called such.

Such officers are obeyed, but they are not served : it is, however, some consolation that affability is by degrees creeping into the service ; and the characters who are denominated *great counts*, or *great horses* (synonymous terms), have either grown wiser, or have fallen off in numbers ; for they are far less numerous than

formerly. In a private way we feel it more, although, as it does not so much affect the service, it is but a secondary consideration.*

It is the constant superiority which some commanding officers outwardly assume, and the many opportunities they take to remind those under them of the dignity of their situations, which causes all the disgust that junior officers feel for the profession. It is a species of dread of the captain, more than respect for him ; but which, however, many officers deny. Where the captain is an amiable and good man, I am willing to allow that much of this fear may be withdrawn from him ; but I still maintain that there is a certain degree of dread attached to the best, even if it be mingled with the profoundest respect.

Some, however, may possibly say, this feeling is nothing more than the respect due to the captain's rank ; which is a still further proof in favour of my opinion ; for what description of man must he be who is pleased with such respect as this ! But there are not only many that are pleased

* I am happy to say Counts are quite out of fashion, and I do sincerely hope there never will be again such an irrational class of officers.

with it, but some who expect it. Yet, thank God, there are many who behave with fatherly goodness to their officers, with kindness and affability to all under them ! many who are beloved, served, and respected for their characters ! who, in spite of the dread submission which the service exacts, make the chains of those under them light in comparison to others ! and their ships a paradise ! many whom this formal timid respect would, so far from being a compliment, render uncomfortable ! who would rather possess the esteem of their officers than appear to be dreaded by them ! These men lose nothing by their conduct. Their characters fly like wild-fire through the navy, and there is not one of them that is not perfectly known to all.

I fervently hope it may be the good fortune of you all to sail with one of this description ; everything is to be learnt from them by attention on your part ; for they are to be found among the first seamen and most distinguished officers in the service ; among the best men, and men of the greatest professional knowledge, as well as the greatest knowledge of human nature. These officers, so far from pompously giving their orders, and speaking to their inferiors in rank as

if they were in pain—as if their neckcloths were too tight—will make it a point to repeat, do, and think of everything, to prevent the possibility of mistake or misapprehension.

These are the men for his Majesty's service—these are the men that keep up the spirit of it, and by their example keep the beast Despotism, if not from rising altogether at least all but his head and shoulders, under water. These are the men that treat, not only their officers, but all under them, as human beings, as Christians, and possess the esteem of all who know them.

I had the happiness of sailing a length of time with two who possessed in an eminent degree all these good qualities; with one of whom I passed eight years of my servitude; and if I thought it would be in my power to do justice to his character when he is dead and gone, and I were left to lament his loss, I should be proud of being his biographer. But until that period his name must be sacred to my pen.*

* I have in my possession numerous relations of facts attending his eventful life, and I have reason to believe every paper in his own possession, when it pleases God to remove him, will be left to me. Such a man's history belongs to his country.

I have been speaking of the navy in general ; if I may use the expression, I would say, the larger ships have been my model. In the smaller vessels, commanded mostly by young men, the punctilios of the service are not so strictly attended to ; nor does that hauteur exist, or rather it is not practised to such a degree, as there is not so great a field for it.

Those whose happiness it has been always to sail with one of the many amiable good characters there are in the service to whom I have alluded, from not having experienced much or perhaps any of the unpleasant circumstances of the profession, will perhaps be inclined to dispute much I have said. As every man has a right to judge from his own experience, I admit that these may have reason to differ from me, but I am also confident the majority will be of my opinion.

I shall conclude my remarks on this head by observing to you, that by portraying so much of the character of the service, I am endeavouring to prepare you for all the bitters it may be your respective lots to experience ; to arm you in time against being taken by surprise, and becoming disgusted with the profession ; to persuade you to take patiently everything as it

comes, the rough with the smooth; and on service to bridle your passions, and be neither offended nor disgusted with your experience.

By describing the characters that exist, I point out to you two paths, hoping that your good sense and judgment will lead you to choose the better one; in doing which you may one day become, equally with those you cannot but admire, ornaments to your profession, and an honour to your country.

CHAPTER XII.

OF YOUR CONDUCT TO YOUR INFERIORS.

I HAVE in the early part of this work once warned you against the impropriety of allowing yourselves to take any liberties with the seamen of your ship. This subject is of more importance to yourselves and the seamen, than you will readily comprehend in the commencement of your career; but time and experience will prove it to you more clearly.

It is of importance to yourselves; because, if in the beginning you forget yourselves so far as to be on terms of familiarity with the seamen, or allow them to be familiar with you, the habit will grow on you, and as you advance in years, you will find it difficult to shake off its effects; and the more so when duty is to be done, as the people are less ready to execute it than when they are kept within their stations. In the

former case, they will be careless and slow, but in the latter they will respect and attend to your commands with alacrity.

It is of importance to the seamen, because nothing so much affects their happiness or their wretchedness, as the line of conduct adopted and pursued by their officers.

It is as injurious to duty, and contrary to the principles of human nature, to be unnecessarily harsh to the seamen, as it is weak and foolish to court popularity by being too free or indulgent with them. There is a just and happy medium; be strict, but be consistently so.

Endeavour to make their situations as comfortable as the degree of power you possess will allow: at any rate, do not add to their misfortunes, but do your utmost to lessen them, by listening to their complaints, and endeavouring to remove them. Every ingenuous and candid mind will admit that the man who is not to be moved by the misfortunes of his fellow-creatures, is capable of the greatest atrocities, and bears a greater resemblance to a brute than to a human being. If a man, in his conduct to inferiors, in early life, is not influenced by the principles of justice and mercy, but on the contrary, treats all in situations beneath him with contempt and

austerity, imagining that superiority of rank and station gives him a right to oppress his fellow-creatures ; he can know but little of that pure doctrine, the foundation or rather the first principle of which is, to be just and charitable to all men. As observation and experience often fatally evince that no situation is exempt from misfortunes, he may one day be reduced to the state of those he has persecuted ; and should he be goaded by the hand of oppression in proportion to his own former exercise of it, he will be taught to open his eyes too late, and bitterly to deplore his weakness and folly.

Such a person's heart is not to be affected, and consequently he cannot experience a moment's happiness, an instant's real pleasure ; for no pleasure can be substantial that does not, more or less, affect the heart.

Perfect happiness is said not to be attainable in this life ; but the man who is of a benevolent disposition, and who acts upon its dictates, will taste as much of it as mortals are allowed ; he will enjoy the comforts of ease and tranquillity ; he will ever rejoice at the happiness of others ; he will attend to and endeavour to alleviate the distresses of those who are under him ; and he will ever find a reward in the uprightness

of his own intentions, the conscious goodness of a well-regulated mind, and the rectitude of his conduct. He who practises benevolence, is sure to obtain the love of men in all situations; and those who, in official capacities, or in professional pursuits, make a point of exercising it, gain to themselves a nobler fame, than by pursuing any other path in which their professions are likely to lead them.

Ever recollect that sailors are men, and fellow-creatures; and do not treat them, as some have done, more like brutes than human beings, regarding them as of an inferior species, and therein acting diametrically opposite to the principles of humanity. In what does the superiority of officers consist? do they think that their rank gives them superiority of intellect? Those who thus think, and who act on such thoughts, ought to be classed among the lowest of men. Station may exalt their persons, but if these are their opinions, during their existence their minds will rank among those of the most illiberal grovelling order; for in reality there is no superiority in distinction but that which is authorised by the accompaniment of virtue, wisdom, and understanding.

Ever bear in mind your own youth and inex-

nce, and never for a moment forget the
 ence of age between yourself and any man
 may have offended you : make some allow-
 : for this, and do not appeal to the quarter-
 , without reflecting, whether it is not pos-
 to adjust matters otherwise. In this case,
 vise you always to represent the cir-
 stances to some one of the mates or mid-
 men who are older and more capable of
 ing than yourself. Take their advice on the
 ect; for you must also recollect, that you
 ld be just as blamable in suffering a real
 ch of discipline to pass unnoticed, as to get
 an severely punished for an insignificant
 ce. I have as yet only given my advice to
 on this subject as a youngster just entered
 profession ; it is my wish to go much further
 you ; and when the importance of the sub-
 is considered, as embracing the happiness
 misery of many thousands of our fellow-crea-
 s—the seamen of Great Britain—without
 se support our country and constitution
 ld long have ceased to exist, I conceive
 : my efforts may conduce both to your in-
 st and their own.

have more than once told you, that bad and
 nicious habits early imbibed, if not early cor-

rected, will be the bane and misery of your after-life. This is an assertion, of which all men of any standing or experience will acknowledge the justice.

There is much necessity for your considering and well reflecting on this observation. You are now in a manner left to yourselves, to your own whims, fancies, and caprices, at the ages of 13, 14, or 15: many of you are without a monitor,* and none of you with one who is obliged to attend to you—whose duty it is to study your private character—to correct improper habits—or to point out to you the path in which you should walk. It is indeed the duty of the old and experienced to assist the young and inexperienced; but this is a maxim many of you will not find much practised at sea. Our neglect of it in some instances is from not feeling any interest in the persons; and not seldom from incapacity.

At home, or at school, you have either a master, who is answerable for your morals, or a father, or friend, whom the ties of consanguinity, interest, and affection, will occasion to watch over you with care, to correct improper habits,

* Unless you happen to have purchased mine.

to plant the seeds of virtue in your bosoms, and to point out to you the road to fame and honour. This being the case, how incumbent is it on you, young as you are, to lay a restraint on yourselves, to watch over your own morals, to find out and correct your own faults, as you may be assured there is no one obliged to do it for you ; and to be careful that the first impressions you receive, if bad, may be quickly erased ; so as to prevent their becoming the “ bane and misery of your after-life !”

The ideas of your profession which you form as a youngster, are likely to adhere to you as you grow older. If they are right, it is well ; but if on the contrary they are wrong, you will not only make yourself an object of dislike, but you will render the lives of all who may afterwards be placed under you, when promotion gives you the power, wretched and miserable. Here, however, you do not run so great a risk as where your private morals are concerned : for the chances are that your incorrect opinions of the service will cause an incorrectness of conduct ; which it is the duty of all above you to point out and prevent.

In a work like this, thousands of circumstances perpetually overtake one another, that would have

considerably illustrated almost every chapter of my instructions; but not having yet mentioned a single name in any way than can inflict a pang, I shall persevere to the end in so doing, although I candidly admit I have a great inclination occasionally to do so, feeling more is conveyed in a relation of facts with attested names than by mere general recital. Many there are who will feel that the cap fits, and wherever it does, I only hope if they again get employment, it will give them a head-ache if they do not alter their proceedings. Many tales might be told, and some even up to the present period, of commanders who, from utter want of feeling, ignorance of human nature, or not taking the trouble to understand the character of the British sailor, and how to manage him, have punished with uncalled-for severity, and for offences which would neither have been considered or made punishable by scarcely any but themselves. I was very glad to hear, that recently some of them had been hauled over the coals by the Admiralty. These severe Martinets think not, know not what they are about; they are worse than bad patriots, they are decided enemies to their country. It is to such as these our nation is indebted for the dread seamen generally have of a man-

of-war, and which, notwithstanding the wise, just, and splendid arrangements made in favour of them, will continue to exist till another generation shall have passed away. May our guardians be watchful and wary, and do everything to induce a cheerful enlistment instead of a forced impressment. May they in future prevent the adoption of the measures that caused all the disgust last war, such as the continual polishings, and punishments for nonpolishing, in even wet weather, which disheartened the men, and turned our king's ships into something, in appearance at least, resembling the shop of a silversmith.

Some ships were to be seen with bright cast-iron belaying pins, burnished eye-bolts, polished iron stancheons, an iron cook's funnel as large as a steam chimney in which you might see your face, shining round shot also, and, *miserabile dictu*, mirror-like breaches to the very guns themselves. How much better had it been if the labour employed upon the breach had been given to the pointing and exercising those guns, and that the sweat which fell in torrents from the brows of many a prime sailor to keep them shining and pretty, had not been in many instances followed by an overflow of England's best blood, spilt

frequently in our country's cause with neither credit or renown, from the entire ignorance of the officers, who understood nothing that entitled them to be officers, or authorised their being in any station but finishing-polishers of gun-barrels to the Mantons, Knocks, Eggs, and Purdys of the day! You may rest assured not one of the officers whose ships were in fighting order paid any further attention to appearance than was necessary to make what copper work was about the binnacle and carronades look clean and decent. The arms of the men, however, and particularly the muskets, with the carronade screws, and other apparatus, no one can dispute, ought to be kept in perfectly bright order.

If, as was sometimes the case, these persons were asked why all this was done, the answer universally was, "To keep the devil out of the men's minds:" I would have asked, *Who and what put the devil into them?* From these ships the men deserted at every possible opportunity, not by ones and twos, but by whole boats' crews, and frequently boat and all, and with sorrow be it said, over to the enemy; nay, I have known captains who, without a tincture of cowardice, have lost opportunities of laying their ships

alongside the enemy, not daring to trust their crews in action. Take a lesson, my young friends, and profit in time.

Learn early to make the distinction between the proper use and the abuse of power. If fortune should smile on you, and you are speedily advanced, be very careful not to disgrace yourselves, as some officers in our profession have done, by trampling under foot and persecuting those who, even if they had the will, have not the power of resisting you. Few there are of a tyrannical disposition that have not a tincture of cowardice intermixed with it: indeed, the thing speaks for itself, for it is mean and cowardly to injure and oppress those, who cannot even remonstrate but at the risk of flogging, or a court-martial.

Always be ready to listen to the complaints of those under you, and to redress them to the best of your ability: you may do both, and even give them advice, without being familiar. Do not turn them from you with haughty contempt; for their feelings are as liable to be wounded as your own. Treat them well, and they will love you; treat them ill, and they will detest you: surely it is better to be beloved than hated.

Support the authority of your situation with

mildness, but at the same time with a proper degree of firmness. In order to judge with propriety between right and wrong, be cool and consistent, and do not act with severity until you are certain mild admonition is of no effect.

If you say you will punish, abide by your word, or your threats will be treated with derision; and be careful in your mode of punishment, that you do not allow passion to get the upper hand of your reason. Endeavour, above all, to prevent yourself from being moved so far as to lift your hand against any of the seamen. The sting of a blow is felt much longer than the mere pain it inflicts. As a youngster, it is scarcely within the pale of possibility for anything to occur that can authorise your striking a man, by which you not only give cause for discontent, but, by taking the law into your own hands, upset the regularity and discipline of the ship. Striking is what no good officer will allow, and almost more than any good seaman can bear; as he would rather receive one dozen lashes from the proper authority, than one blow from a youngster.

It is generally the forerunner of mutinous expressions on the part of the man, who loses himself in the passion of the moment; and conse-

quently a more serious punishment ensues; sometimes a man of forty undergoing a severe chastisement, because he could not bridle his tongue when his spirit was smarting from the blows of a boy of fourteen.

Striking is in an oldster also equally derogatory to the dignity of the officer, as it is detrimental to the service. Although from the more arduous duties of superior officers they may in the heat of the moment so far forget themselves, this is still but a very slight excuse; for, as I have remarked in the beginning, there is nothing can palliate the offence against the service.

OBSERVATIONS

ON THE PRACTICABILITY OF AN IMPROVEMENT

IN THE NAVAL SYSTEM,

AS FAR AS IT RESPECTS THE YOUNG GENTLEMEN

THE MIDSHIPMEN.

A MAN who only entertains an idea that he can benefit his country, ought not to hesitate in coming forward, and performing whatever his imagination has suggested to him as at all likely to tend to its improvement; and he that withholds information, or declines performing any act likely to be advantageous to it, is remiss in his duty, even if it requires a sacrifice on his own part. And he that will not sacrifice his private interest, when put in competition with the good of his country, deserves not the name of a Briton; he cannot be possessed with that "*amor patriæ*" the pride and boast of every English heart.

Some people, however, who wish and mean well, are deterred from offering plans of improvements to the heads of departments from the fear

of offending those to whom they offer them, or on account of that jealousy which is supposed to exist, not with the heads, but with those under them in office, who dislike to hear anything that has not its origin in themselves, and who dread even an appearance of innovation. Professional people are generally the most backward, fearing that the misconstruction of those in office, or at the head of their profession, might prove detrimental to their own interests: as, should there be room for improvement, it might be supposed to imply a certain degree of neglect, of remissness in the departments. This conclusion is not just, although from the jealousy of human nature unavoidable.

There are other and far different reasons why the author of this work declines offering his observations through any other medium than the public press, which is alike open to all, and in which he steps forward in fearless confidence, convinced that his own well-meaning, upright, and patriotic intentions, will meet the approbation of a generous public.

Before I offer my remarks, I must request every one to consider the importance of the British navy as it regards the internal interests of the realm; to consider what it has been, what

it is, and I trust what it ever will be, to old England—its anchor of hope—its firmest bulwark in the time of war, and its prop and support in the time of peace.

Any attempt therefore to alter bad plans, to correct abuses, or to suggest improvements, ought to meet with indulgence, even if it fails of success.

In no branch of the naval profession is there greater room for improvement than in that which concerns the young gentlemen the midshipmen. All who are and have been greatly distinguished in the navy were midshipmen, and all who ever will command the fleet of England must be midshipmen also.

The time of servitude is six years; two of which must be served as rated midshipmen. If that time were reduced from six years to five, and the young gentlemen were not required to be at sea before the age of fourteen instead of thirteen, the best year of their lives might be employed to much greater advantage than it is at present; and surely five years after fourteen is quite sufficient time at sea to acquire what those who have been at Portsmouth Academy learn in four; particularly if the plan I am about to propose were adopted.

Why should not all young gentlemen who enter on this public service, have the same advantage that some few, some favoured few have, of being educated in an academy for the purpose? I allude to Portsmouth, where 70 young gentlemen who have interest enough to get there, gain all the advantages to be derived from the best nautical masters, and may remain there two entire years, which time is included in their six years' servitude.

I would ask why so enlightened and liberal a nation as Great Britain should not set the world an example, and maintain her consistent greatness in this as in all other points touching her dearest interests? What nation is there that has a navy, that has not also her marine academies, where all who may one day command her ships and fleets are initiated during youth in the principles of their profession?

No answer can be given, unless indeed it be the old and hackneyed one, "that it has gone on so long, and so well, and because the British navy, without its academies, has ever managed to maintain its superiority." Will this be allowed a sufficient reason? The vulgar and unthinking may be of this opinion; but the thinking and reasonable part of the community will, I feel,

agree with me, that such reasoning is not consistent with the liberality of sentiment,—with the enlarged and exalted ideas incumbent on every Englishman to entertain, on any point that concerns the dearest interests of his blessed country.

If every man were to think and act on the principle, that because this or that plan has lasted so long, and done so well, there is no necessity for improving it, should we ever have arrived at the high station we hold among nations? What is it that causes the arts and manufactures of Great Britain to be the wonder and admiration of all the rest of the world—but improvement? If an ingenious foreigner invent any thing whatever, an Englishman improves on it, and brings it nearer perfection; and his own inventions are innumerable. And why, may I ask, should not the education of England's naval youths be improved, when there is such very great room for it? Is it because schools sufficient to contain all the young gentlemen intended for the profession would be too expensive to the country? Surely not. However, if it be so, let me point out a plan for in a great measure defraying that expense; and then let us look to the merits and demerits of the case—let us weigh well all the

advantages and disadvantages, and decide which have the preponderance.

I would institute at Plymouth, and all the arsenal ports, a school nearly on the same plan as the one now in existence at Portsmouth. The boys who are sent to these academies should pay 40 or 50*l.* per annum. A year, or if advisable two years, should be the time allotted for their remaining at the academy, which should be considered as part of their naval servitude. The expenses of the academies, after the first establishment, would not exceed the sum of 70*l.* a year for each; and considering the very great advantages to be derived, the nation ought readily to make up the difference, be it what it may.

I think it even better that 40 or 50*l.* should be paid by the young gentlemen, than that the government should be at the whole expense, as by it none but gentlemen's sons would be sent into the navy; and it would hinder many a great man's footman and great lady's maid, from sending their sons to sea through the interest of their masters or mistresses, and thereby becoming associates with the sons of some of the first people in the country.

Not long ago, commanding officers had it in their power to raise to the apparent rank of a

gentleman, any one whom they pleased to appoint a midshipman. This has lately been found to be wrong: and they are now obliged to make known to a higher authority the birth and parentage of every one. It was a power that ought not to have been vested in the hands of every commanding officer. However competent the older officers are of judging, yet the youngest, until very lately, had exactly the same power, although confined to fewer numbers from the different rates of their vessels. Many a young gentleman has been ruined by the force of example; and when they first are sent on board a man-of-war, it is at the age they are most likely to imbibe good or bad principles, according to the example set before them; and there have been instances of commanders of vessels on foreign stations, who have been amorously struck with the daughters of low tradesmen, or gin-shop keepers,—receiving the smiles of the fair ones, on condition of making their brothers midshipmen. Characters of this kind cannot be supposed to have received much benefit in education or morals: consequently the sons of gentlemen (if there be any in these vessels) run great risk of being losers by living with them, and in many instances the morals of some promising

youths have been thus corrupted, and with the assistance of the grog bottle their constitutions destroyed.

A lad of good abilities and real merit should not be debarred from rising according to his deserts; but there should be a board to whom his merits ought to be made known, and without whose permission no one should be placed on the quarter-deck. If this were instituted, all commanders would be circumspect in their recommendations, as they would feel themselves in a great measure responsible for the conduct of their élèves. If, however, the plan for the academies were adopted, it would supersede any necessity for this institution.

The academies should be allowed to contain the number which those who keep the books of the navy may think necessary. Allowing that every midshipman went through one of them before he could be received or rated as such on board, 400, I should think, would be above the number requisite. Say, 100 at Portsmouth, 100 at Plymouth, 100 at Chatham, and 100 at Milford or Deptford; or let them be divided as wiser heads may think most convenient. There should be a governor (an admiral in the navy), or a board, through whom all applications for

a place in the academy should of necessity be made to pass; and who should decide as to the proper subjects to be admitted. The board or admiral should visit all the academies once or twice a year, and examine into the regulations and conduct of the boys and masters. On these occasions an examination of the different classes of young gentlemen should take place, and prizes be given to the most deserving. Let there be a deputy governor to each academy over the master, and he should be a post captain.

Whenever a vessel is about to be rigged near or in the basons of the yard, a certain proportion of the boys should be obliged to attend under the charge of some old boatswain, or sailor of good character, who should be appointed to teach them only seamanship. Gunnery should also be taught them in all its branches.*

The many opportunities they would have of attending to the various branches of their profession, will sufficiently speak in favour of the academies being established in the naval yards in preference to any other place. But there are also other reasons.

* Those who had arrived to the first class should occasionally be made to rig a man-of-war brig themselves.

Boys naturally feel an inclination for whatever is most difficult to be obtained. School-boys particularly feel anxious to be freed from their masters, and to break through the bounds prescribed to them.

A boy going from school to a ship, in point of liberty, notwithstanding the contracted space he is about to inhabit, almost equals the escape of a bird long pent up in a cage to freedom and its own element. Although there is still a restraint, yet it is so different, so little to be compared with that of a school, that boys in the latter, when intended for the profession, anticipate nothing so much as the enjoyment of the liberty of the former, and of which they have ocular proofs every day, if the school be established in the dock-yard.

The cocked hat and the dirk will also go a long way, and the assumed superiority of a midshipman over a school-boy more than all the rest, to make them exert and exercise their intellect in order to arrive at the same degree of consequence which they fancy the former enjoys.

There is still another and a greater advantage than all the rest to be derived from it, but which will not possibly strike every one so forcibly as

it does myself; for I recollect at this moment the first glow of patriotism which flushed my cheeks at only the bare recital of a naval engagement from a youngster who was in it, and which instantly determined me to follow the profession: and in 14 days' time I had not only the supreme felicity of being no longer in dread of my school-master, but I had also the inexpressible delight of viewing the reflection of my own image in a glass, armed with a dirk, and dressed out with all the insignia of office. Trusting my readers will excuse this digression, I resume the subject.

When a great naval action takes place, rejoicings and illuminations always follow everywhere. The bells are rung, and holidays given to school-boys. In the inland towns, they rejoice because others do; without knowing what it is for, without knowing either the shape or form of a ship; they rejoice more at getting the holiday, than at the cause of it. Very different are the feelings of those in the sea-ports, where they see the British flag waving triumphant over that of their enemy; where they know the force of each; where their own and their enemies' ships are docked together; where they have themselves an opportunity of observing the marks of the battle—the impression made by

British cannon; and where above all they may meet some of their old school companions who have had a share in the fight, who will point out to them the very gun they fired, the spot they boarded from; who will tell them of the feats performed by British valour, and explain to them the glorious result attendant on the superiority of British skill.

This it is will make them feel the glow of patriotic ardour; will make them pant for the time when themselves may have a share in their country's battles; when themselves may boast of having contributed to their country's victories.

I have thought it proper to enter thus fully into the defence of the sea-ports being the better place for the academies, because I am aware that many people have objections to their sons being at school at or near them; some, from the fear that their morals run greater risk of being corrupted, and others, from imagining a situation in the country is more conducive to their health. In combating these objections I shall simply remark, that the naval yards are surrounded by very high walls; that they are generally very healthy, and numbers of families live within them.

I cannot conclude this work without making

one more attempt to point out the great advantages of a nautical education before the young gentlemen are sent on board their ships; and in doing this I appeal to all naval officers, and request all others to appeal to them, whether the midshipman who is a good navigator and a perfect lunarian is not a very great acquisition in any ship; and whether he does not stand a much greater chance of rising in his profession than those who are not so. Almost the moment that he comes on board, he is capable of taking charge of any vessel; and his captain will rely on him with confidence; while on the other hand, those boys who are sent afloat without understanding anything of the theory of navigation, seldom acquire more than the common practical knowledge of keeping the ship's reckoning, unless they have the luck of meeting with a good friend or master who will teach them.

This is one grand advantage to be derived from the academies; but as these are not instituted, it is incumbent on me to point out to parents intending their sons for the navy, that they will only do their duty, if they cannot obtain for them a public education, to have them privately instructed in navigation before they *get rid of them* by sending them on board a man-of-war.

I do not wish it to be supposed that I purpose introducing an invidious comparison ; but the advantages derived by the army from the magnificent College at Sandhurst, are as important and highly valued as the love and veneration of all classes in that profession towards its royal Founder was universal and sincere.

To add to the many benefits which the illustrious Prince and Tar at the head of the navy has conferred on the profession, by establishing and patronising colleges upon similar principles to that appropriated to the aspirants of the sister service, would be the means of transmitting to posterity an imperishable claim to the love and gratitude of Britain, and of perpetuating, by a glorious and lasting monument, the recollection of his fatherly affection for "England's best bulwark—her old wooden walls."

THE END.

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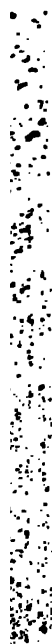
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